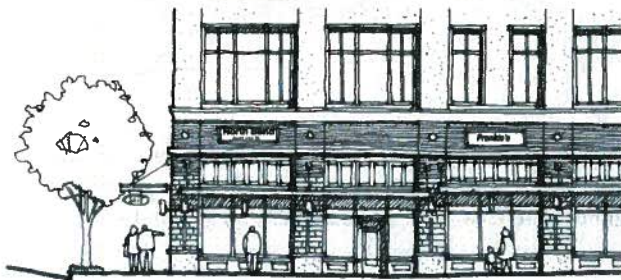
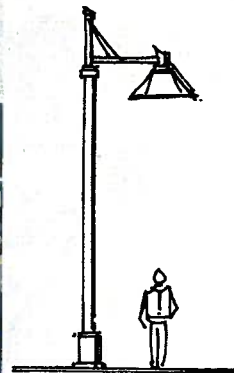
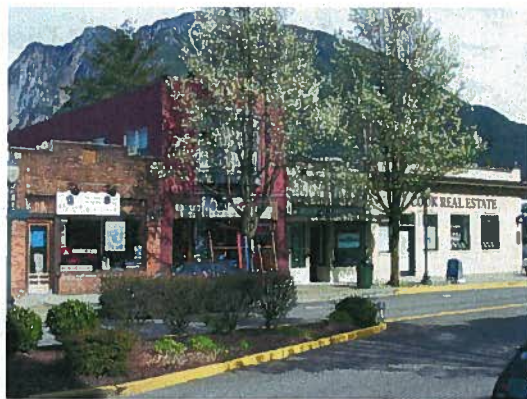
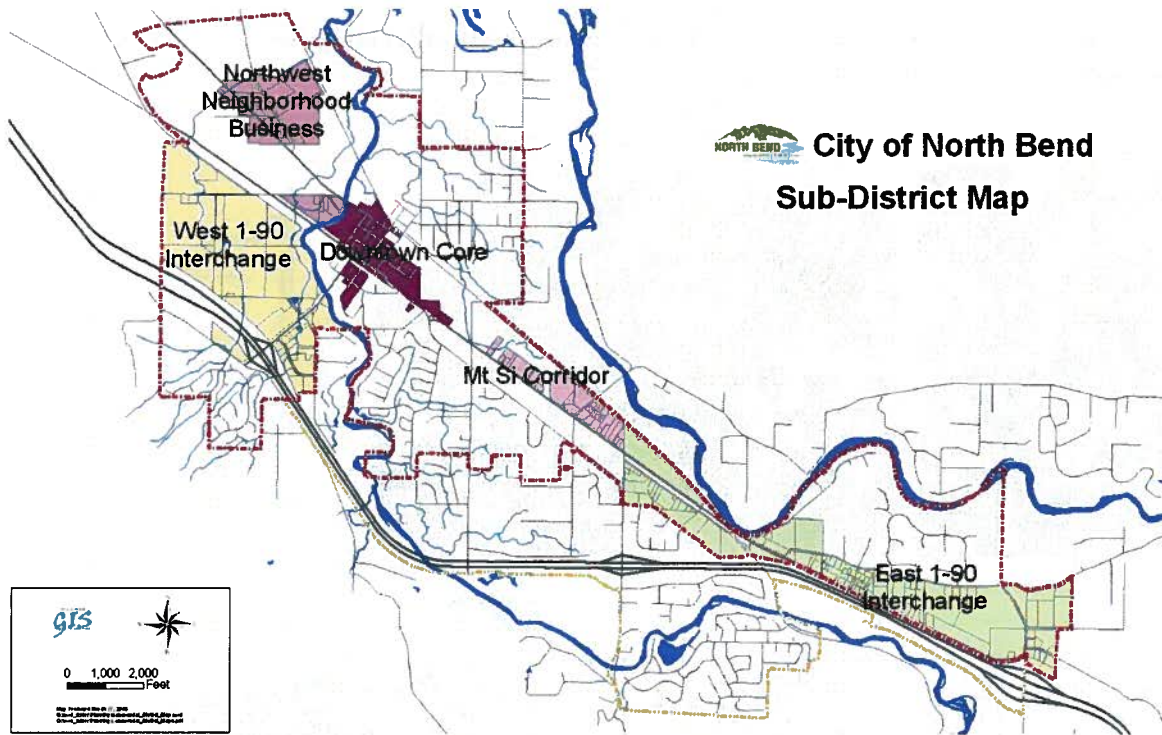


# CITY OF NORTH BEND

## Commercial / Mixed Use / Industrial Design Standards and Guidelines (Excluding Historic District)

### NBMC 18.34.050





The Commercial/Mixed-use/Industrial Design Standards and Guidelines apply to all commercial and industrial zoning designations shown on the above map including: Downtown Commercial (excluding Historic District), Interchange Commercial, Interchange Mixed Use, Neighborhood Business, Employment Park-1 and -2.

## INTRODUCTION

The purpose of this document is to meet a number of objectives of commercial property in the city and urban growth area of North Bend. These objectives include:

- Enhancing the distinct natural and historical character that defines the City
- Encouraging high quality buildings and landscapes
- Supporting pedestrian movement
- Maintaining an appropriate scale and texture of development in the identified districts
- Directing context sensitive infill

### 1. Commercial and Industrial Zoning District Definitions

- **Downtown Commercial (DC):** Intended to provide specialty retail goods and a range of business, professional and other services consistent with historic uses and scale of the downtown area. Pedestrian orientation and amenities are emphasized and residential development is encouraged in dwelling units above commercial uses.
- **Neighborhood Business (NB):** Intended as general commercial areas that allow buildings that are smaller in scale than other districts. NB accommodates a variety of residential and other land uses including limited light manufacturing when conducted in isolation from residential zoning districts.
- **Interchange Commercial (IC):** Intended to accommodate commercial business that serve travelers off of the I-90 interchange. Buildings are permitted to be larger in scale than other districts and can operate on a 24 hour basis in some cases.
- **Interchange Mixed Use (IMU):** Intended to provide a transitional area between the interchange commercial zoning district and residential zoning districts. IMU accommodates permitted residential and commercial development to maximize compatibility with adjacent land uses. Buildings are smaller in scale than the IC districts.
- **Employment Park-1 (EP-1):** Intended to provide areas for a variety of light industrial uses that are compatible with adjoining land uses. Second-story residential uses are permitted when mixed with compatible first-floor uses and limited commercial uses are permitted when needed to support employees of EP-1 districts.

- **Employment Park-2 (EP-2):** Intended to provide areas for a variety of industrial uses including manufacturing, fabrication, and processing of natural and manmade materials. Large-scale and specialized industrial and commercial operations are permitted.

## 2. Commercial and Industrial Sub-District Definitions

- **Downtown Commercial Core District:** The central hub of North Bend zoned downtown commercial and identified by its small town character and small historic district. There is a vibrant retail community and pedestrian friendly amenities.
- **West I-90 Interchange District:** The area off of the western I-90 interchange zoned as IC and IMU and defined by larger commercial businesses that typically cater to travelers and visitors to North Bend.
- **Mt. Si Corridor District:** The corridor along North Bend Way to the east of the commercial core with access to Mt. Si, Torguson Park and abundant views of natural amenities. There is access to housing and an opportunity for more commercial development to target visitors to Mt. Si.
- **Northwest Neighborhood Business District:** The area to the northwest of the commercial core zoned as NB and defined by its abundant open space and natural setting. There are development opportunities here and potential to improve access to community amenities.
- **East I-90 Interchange District:** The area off of the eastern I-90 interchange zoned as IC, NB, EP-1 and EP-2. The interchange is largely undeveloped but there is some industrial use and there are large lots that allow for development flexibility.

## 3. Architectural and Land Use Definitions

- Anchor Store:** A retailer or restaurant with a significant ability to attract frequent and abundant local and regional customers.
- Awning:** A shelter that provides weather protection, usually constructed of non-rigid canvas or canvas-like materials on a supporting framework that projects from the exterior wall of a building.
- Bay:** Any division of a building between vertical lines or planes, especially the entire space included between two adjacent supports.
- Bioretention Swale:** A filtration system to treat stormwater runoff modeled after the biological and physical characteristic of an upland terrestrial forest or meadow ecosystem. They use vegetation, such as trees, shrubs or grasses, to remove pollutants from stormwater runoff constructed directly into a drainage channel or a swale.
- Building Massing:** The mass of a building is its three-dimensional form, bulkiness and relationship to exterior spaces. Massing that is “broken-up” to reduce bulkiness is preferred to a building form appearing oppressive or overly bulky.
- Building Modulation (Horizontal and Vertical):** Design technique that breaks the massing of large buildings down into smaller units by providing varying depths for exterior walls.
  - Vertical Modulation:** Used to make large buildings appear to be an aggregation of smaller buildings or to add visual relief to long stretches of monotonous facades. Techniques can include the use of architectural features, setbacks or varying rooflines.
  - Horizontal Modulation:** Used to reduce the mass of multi-story buildings and provide continuity at the ground level of a large building. Building facades can be divided with horizontal elements so that the façade appears less massive than those with sheer, flat surfaces. Techniques can include stepbacks, balconies, and roof treatment.
- Build-To Line:** A front boundary setback expressed as a required distance from the street edge of the building envelope. In urban areas, the build-to line often corresponds to a zero front setback.
- Canopy:** An architectural projection that provides weather protection, identity or decoration and is supported by the building to which it is attached. A canopy is comprised of a rigid structure over which a rigid covering is attached.
- Clerestory Windows:** Windows located above either the plinth or canopy line of a building.
- Common Space (Interior):** Those spaces of the interior of a building that are shared in common by all tenants and visitors to the building. Common space includes by way of example, hallways, stairways, elevator shafts, un-staffed lobby areas, vestibules and common atriums.
- Cornice:** The decorative section just below the roofline. The cornice may be simple or ornate depending on building style.

- l. **Court Yard:** An “outdoor room” or public gathering place created by at least three sides of a building or several buildings, generally at the building scale.
- m. **Fore-Court:** An open area in front of a building’s main entrance.
- n. **Floor Area Ratio:** The gross floor area of all buildings permitted on a lot divided by the area of the lot. The permitted building floor area is calculated by multiplying the maximum FAR specified by the zoning district by the total area of the parcel. A permitted FAR of 2 would allow the construction of 80,000 square feet of floor space on 40,000 square feet of land ( $40,000 \times 2 = 80,000$ ).
- o. **Grocery Store:** A store that predominantly sells general food supplies, pharmaceuticals and certain non-edible articles of everyday household use, such as cleaning products, soaps and paper products. Grocery stores do not include large or extensive sections dedicated to the sale of apparel, electronics, shoes, furniture or other goods.
- p. **Kickplate:** A plate applied to the face of the lower rail of a door or sidelight to protect against abrasion or impact loads.
- q. **Light Cut-Off:** An artificial outdoor lighting fixture designed to direct light downward and prevent light from being emitted outside the designed lighting area.
- r. **Lintel:** A horizontal structural beam above an opening, such as a window or door, which may be expressed externally as an architectural feature.
- s. **Lobby:** An entrance hall or foyer immediately inside the door of a building.
- t. **Mixed Use (Horizontal and Vertical):** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
  - i. Vertical mixed use refers to the uses being stacked on top of each other in a multi-story building.
  - ii. Horizontal mixed use refers to uses arranged next to one another on the same parcel, either attached or detached.
- u. **Parapet:** The upper part of a wall, often used to hide roofs and decorated for architectural interest.
- v. **Pervious Paving (Also Porous Pavement or Permeable Paving):** A paving method for roads, parking lots and walkways that allows the movement of water and air through the paving material. Pervious materials allow precipitation to percolate through areas that would traditionally be impervious and instead infiltrates the stormwater through the soil below. Examples include: porous asphalt, concrete, paving stones, or bricks and grass pavers.
- w. **Plaza:** A paved open square or market place in a city or town for use by the public.
- x. **Plinth:** The base or platform upon which a wall, column, pedestal, statue, monument, or structure rests.
- y. **Rain Garden:** A planted depression that is designed to absorb rainwater runoff from impervious urban areas like roofs, driveways, walkways and compacted lawn areas. Rain Gardens are similar to bio-retention swales, but do not slope to a destination.
- z. **Roofs (Gable, Hipped, Shed):**
  - i. **Gabled Roof:** Gabled refers to a roof identified by the straight slope falling from ridge to eave, creating a peak or triangle on the side or front façade. Gabled houses have rakes on the gable facades and eaves on the non-gabled facades.
  - ii. **Hipped Roof:** Hipped roofs avoid having a peak or triangle at the roof junction by breaking the roof plane along the slope line, allowing the roof to bend or wrap around the house and eaves on all sides.
  - iii. **Shed Roof:** A gabled roof with a single roof face falling away from the main building. Shed roofs are often used for porches and additions.
- aa. **Scoring:** A technique used to break up a sidewalk by patterning grooves in the concrete for aesthetics, and in some cases, to provide traction for pedestrians.
- bb. **Single-user:** A single user shall mean a single establishment that shares checkstands, management, controlling ownership interest, storage areas, or shared ingress and egress into the establishment.
- cc. **Sun Screen/Sun Shade:** Attached projecting, architectural feature designed to provide shading from the sun. A sun screen/ sun shade is a rigid structure and can add a decorative element to building design, but provides a functional energy conservation benefit to the building by deflecting solar heating away from building windows or walls.
- dd. **Transom Windows:** A window above a door that is usually hinged to a horizontal crosspiece over the door.

## Basic Development Standards

### A. Floor Area Ratio

Floor Area Ratio (FAR) is the amount of floor area within a building as a multiple of the lot area to regulate bulk and density for all uses. FAR offers design flexibility and, when paired with design standards and guidelines, provides an effective tool for meeting neighborhood and business district urban design goals whenever new development is proposed.

#### A-1 Base FAR Standards, Per District

The following FAR standards represent the basic allowable FAR that can be developed within each applicable zoning district, without FAR bonuses.

Zone	Basic Allowable "As of Right"	
	Non-Residential	Residential
NB	.75	1.0
DC	1.5	2.0
IC	1.0	1.0
IMU	.75	1.0
EP-1	.75 exclusive professional office	-
EP-2	.75	-

#### A-2 Maximum FAR Standards, Per District

The following table provides the maximum allowable FAR developable when FAR bonuses are used.

Zone	NB	DC	IC	IMU	EP-1	EP-2
District						
Northwest Business	1.0/2.0				-	-
West I-90 Interchange			1.5/2.0	1.0/2.0		
Downtown Commercial	1.0/2.0	2.0/3.0				
Mt. Si Corridor	1.0/2.0					
East I-90 Interchange						

Non-Residential/combined Residential and Non-Residential uses

#### Notes:

- The following shall be excluded from floor area calculation:
  - Space below grade
  - Space dedicated to parking
  - Mechanical spaces
  - Elevator and stair shafts
  - Unstaffed lobbies and common spaces, including atriums
  - Space used for any bonused feature
- Hotels shall be considered residential for the purpose of this chart.

### A-3 FAR Bonuses

Contributing bonus features from the table below, where appropriate and applicable within the context of the specific design guidelines for the district, will allow a development proposal to meet the Maximum FAR identified in Table A-2, above.

#### Bonus Features Allowing Increased Floor Area Ratio

Feature	Additional Floor Area for each Feature
Street level retail, including all elements from Guideline C-3b, Ground Level Facades	100 sf of floor area for each lineal foot of retail frontage
<b>Additional Streetscape Features:</b>	
Public Plaza	5 sf of floor area for each sf of plaza
Public Art	10 sf of floor area for each \$100 of valuation
Structured Parking	0.5 sf of floor area for each sf of required parking above grade
Below Grade Parking	1 sf of floor area for each sf of required parking below grade
<b>Sustainable Design:</b>	
Pervious pavement (porous pavers, grasscrete, etc.)	1 sf of floor area for each sf of pervious pavement
Green Roof	2 sf of floor area for each sf of green roof
Sun Screens	4 sf of floor area for each sf of sun screen
Rain Garden	1 sf of floor area for each 3 sf of rain garden area

### B. Maximum Building Height

Maximum building height shall be as established in Chapter 18.10 of the North Bend Municipal Code.

### C. Ground Floor Commercial Tenant Space

Zoning District	Maximum Ground Floor Commercial Tenant Space
DC	Any single user of ground floor retail or commercial space shall not exceed 7,500 sq. ft., except a grocery store, which shall not exceed 50,000 sq. ft., or anchor store of approximately 12,500 sq. ft. through a Conditional Use Permit (CUP) approval.
NB	Any single user of ground floor retail or commercial space shall not exceed 15,000 sq. ft., except a grocery store, which shall not exceed 50,000 sq. ft.
IC, IMU	Any single user of ground floor retail or commercial space shall not exceed 18,000 sq. ft., except a grocery store, which shall not exceed 55,000 sq. ft.
EP-1, EP-2	Any single user of ground floor retail space shall not exceed 20,000 sq. ft., except a grocery store, which shall not exceed 55,000 sq. ft.

#### Notes:

1. DC zone: Lots of 7,000 sq. ft. or less in the locations listed below are exempt from on-site parking requirements. Expansion or enlargement of existing structures on lots of any size within this location shall meet the requirements set forth in NBMC 18.16.040 or as amended.
  - Along North Bend Way between Main Ave. and Ballarat Ave.; and between Sydney Ave. N and Bendigo Blvd.
2. Single-user: "A single user shall mean a single establishment that shares check stands, management, a controlling ownership interest, storage areas, or shared ingress and egress into the establishment."
3. A single user may extend their use to upper floors, provided that the overall square footage of the use may not exceed the size limitation prescribed above for the ground-floor use.

## A. Site Design

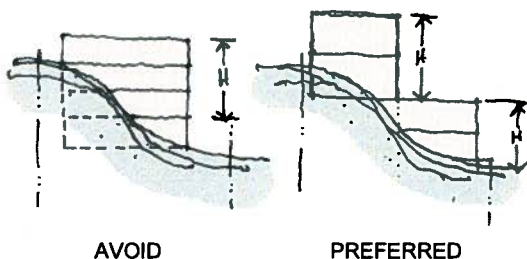
### A-1 Responding to Site Characteristics and Significant Natural Features



significant tree retained with development



Careful site planning can help preserve natural features and protect sensitive conditions on a site



Example of minimal slope disturbance

#### *Intent*

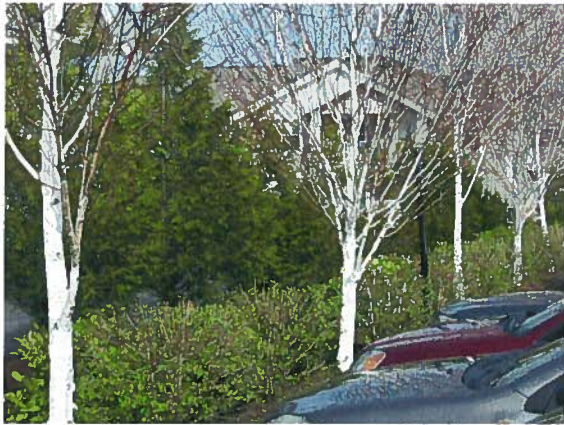
To ensure structures built on a site are located and designed in response to specific site conditions and opportunities such as unusual topography, significant landscape, prominent intersections, views or other natural features

1. Consideration should be given in the site design to the following:
  - a. Significant trees, as defined in the clearing and grading regulations, should be incorporated into the design of projects when feasible Tree-protection and preservation regulations and clearing and grading permit guidelines are found in North Bend's Landscape Regulations and Clearing and Grading Regulations.
  - b. New development **should** incorporate existing features related to the culture and history of the site or geographic area where practical. For example, historic sites and buildings and/or cultural locations should be preserved and included as part of the project.
  - c. Adjustments to the siting and massing of a building **should** enable the preservation of public or private views of local features such as Mt. Si, Rattlesnake Mountain, National Scenic Byway viewshed and Snoqualmie River tributaries. A number of techniques can be used to achieve this (e.g., tree preservation, building location, building design, roof forms).
  - d. Development within the immediate view shed of Interstate-90, a National Scenic Byway, **should** be located and designed using techniques that blend and/or maximize compatibility of structures with the forest and pastoral landscapes of North Bend.
  - e. Reflect, rather than obscure, natural topography. For instance, buildings **should** be designed to "step up" hillsides, rather than cut and fill, to accommodate significant changes in topography.
  - f. Site buildings and parking to lessen or avoid the impact of development on environmentally critical areas such as steep slopes, wetlands and stream corridors.
  - g. Buildings and parking **should** be clustered on a site to preserve open space and view corridors.

## A-2 Sensitivity to Adjacent Land Uses



The TLA is intended to preserve the forested character of areas such as this along SE 140<sup>th</sup> and provide better transitions between incompatible uses.



Landscape buffer between commercial and residential development provides visual screening.

### *Intent*

**Maintain privacy of single family residential areas, and reduce the potential adverse impacts of commercial development.**

1. Transitional Landscape Area (TLA), as identified in the North Bend Comprehensive Plan, includes specific locations along I-90, SE 140<sup>th</sup>, and North Bend Way which require appropriate landscape transitions to help maintain and enhance community character, buffer incompatible uses, and support the goals of the National Scenic Byway along the I-90 corridor.
2. Landscape Buffers Abutting Uses in Transition Areas. For projects adjacent to residential zones and less intensive area, refer to Chapter 18.18.080 Landscaping types, for appropriate buffer techniques abutting particular uses.

Type 1: Sight Barrier

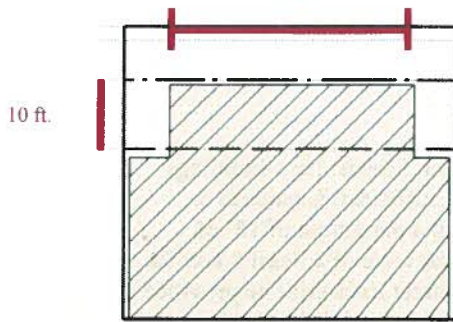
Type 2: Visual Separation

Type 3: Visual Buffer

3. Solar orientation. The placement of a structure on the site **should** enhance solar exposure for the project and minimize shadow impacts on adjacent structures and public areas.
4. Lighting. All exterior lighting **shall** be designed in conformance with NBMC Chapter 18.40, Exterior Lighting Standards.

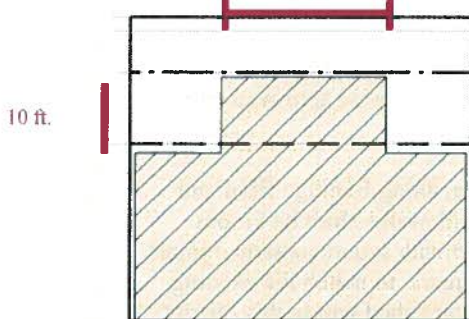
## A-3 Streetscape Design

STREET  
75%



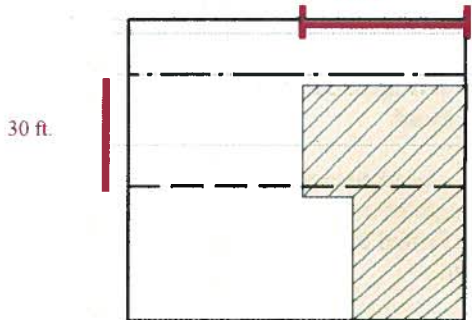
Downtown Commercial RBL

STREET  
50%



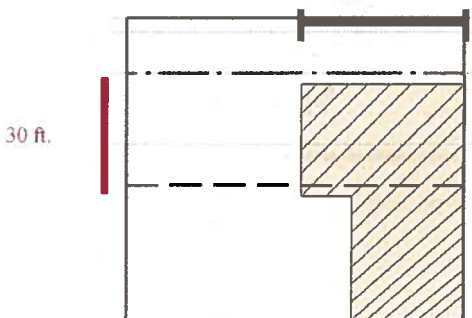
Neighborhood Business RBL

STREET  
45%



Interchange Mixed Use RBL

STREET  
45%



Interchange Commercial RBL

### A-3a. Orientation to the Street

#### Intent

To locate and orient buildings to define public streets and civic spaces, such as plazas.

1. Build-to line. To reinforce an active pedestrian experience appropriate for different types of business districts, and to set the appropriate street façade precedent in other areas, the following "build-to" lines are required.

#### Standards:

##### Required Street Façade Building Line (RBL) by Zone:

DC: Street Façade shall be built out to not less than 75 percent of the RBL for the first 10 feet of the depth of the lot. The remaining 25% may not be set back more than 10 feet from the RBL.

NB: Street Façade shall be built out to no less than 50% of the RBL for the first 10 feet of the depth of the lot. The remaining 50% may not be set back more than 10 feet from the RBL.

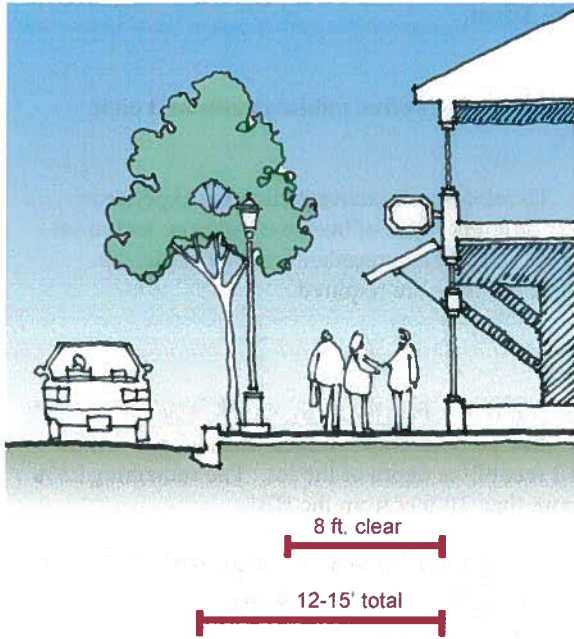
IMU: Street façade shall be built out to no less than 45% of the RBL for the first 30 ft of the depth of the lot.

IC: Street façade shall be built out to no less than 45 percent of the RBL for the first 30 ft of the depth of the lot.

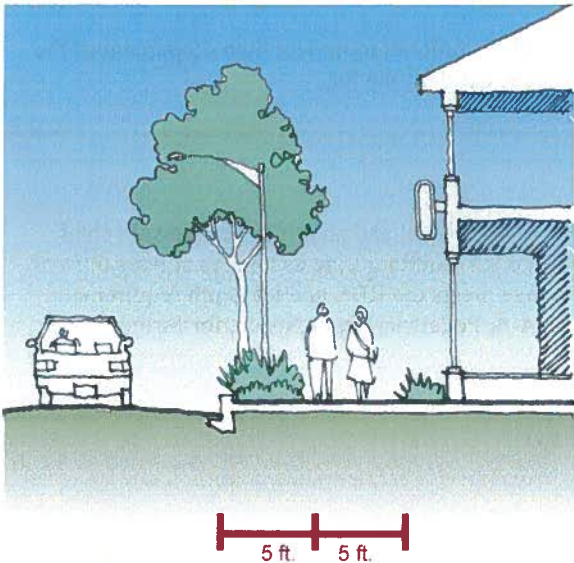
EP-1 and EP-2: n/a

#### Notes:

1. Plazas or fore-courts at street level and abutting the sidewalk shall be allowed to encroach into the Building Line as long as at least 60% of the buildings linear frontage meets the RBL and lot depth requirement. Please refer to guideline A-4, Pedestrian Open Space, for further guidance.



Class 1 Pedestrian Street



Class 2 Pedestrian Street



Example of broom-finished, 2' x 2' scored sidewalk

### A-3b. Sidewalks

#### Intent

*To provide safe, comfortable streets and sidewalks that encourage walking.*

1. On Class 1 Pedestrian Streets: New buildings **shall** be set back at sufficient distance to a minimum of 12' and a maximum of 15' of sidewalk, with a clear zone of at least 8 feet for pedestrian travel. Street trees shall be provided in tree pits of a minimum size of 4-feet by 6-feet.
2. On Class 2 Pedestrian Streets: Sidewalk area **shall** maintain a clear zone of 5 feet for pedestrian travel and 5 feet for street tree area or planter strip.
3. All sidewalks **shall** be constructed using a broom finish, unless otherwise approved under standard 4, below.
4. Within the DC zone, along Bendigo Blvd and North Bend Way, sidewalks **shall** be broom finished, and scored with square patterned joints measuring 2 foot square, to match the existing sidewalk pattern established within this district.

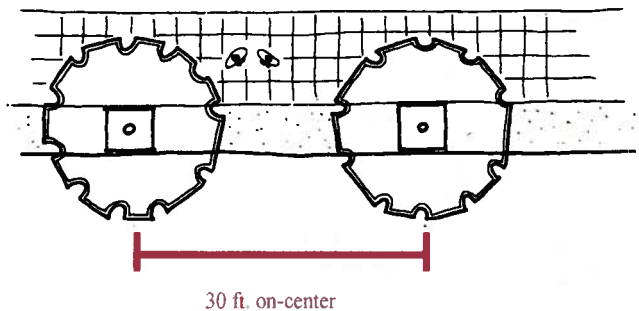
Note: Refer to Map in Appendix for specific Class 1 and 2 street designations.

### A-3c. Street Trees

#### Intent

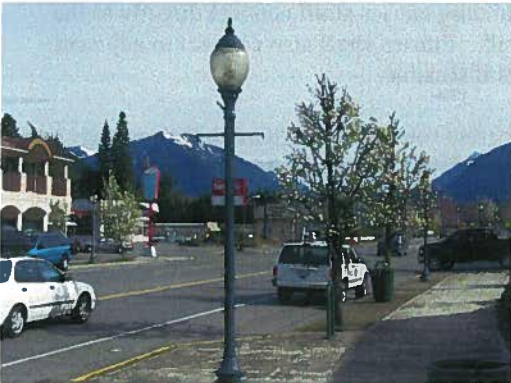
*To support the natural setting as fundamental to the character of North Bend.*

1. Street trees **shall** be placed equivalent of one every 30 feet in tree grates or 4-foot-wide planted area. In less formal commercial areas, trees may be grouped.





examples of street furnishings



North Bend downtown pedestrian-scaled street light



Mature forested vegetation within the right-of-way contributes to the rural natural character of many areas of North Bend and should be preserved wherever possible.

### ***A-3d. Streetscape Amenities***

#### ***Intent***

**To reinforce a cohesive image and ensure that streetscape elements can be well maintained without excessive costs.**

#### ***A-3d.1. Street Furnishings***

1. Use City-approved standardized fixtures for benches, trash receptacles and bike racks located in the public right-of-way.

#### ***A-3d.2. Lighting***

1. In addition to the following standards, all street lighting shall be designed in accordance with NBMC Chapter 19.06, Design and Construction Standards for Electrical and Street Lighting.
2. Use City approved standardized fixtures for sidewalk lighting.
3. Pedestrian street light pole heights **shall** be a maximum of 18 feet in IC and IMU districts and 14 feet in DC and NB districts.
4. The type, materials, and location of light fixtures (including poles) **shall** be selected and coordinated relative to the facility, area or node being served.
5. Full cut-off luminaries **shall** be used to minimize light glare and light trespass (including vertical and horizontal trespass), except along Ballarat Ave and North Bend Way within the downtown, to match existing light standards.
6. Luminaries **should** be chosen with lamp life in mind. Longer lamp lives promote energy efficiency and cut down on maintenance costs.

#### ***A-3d.3 Exceptions to Street Design Standards and Street Improvement Standards***

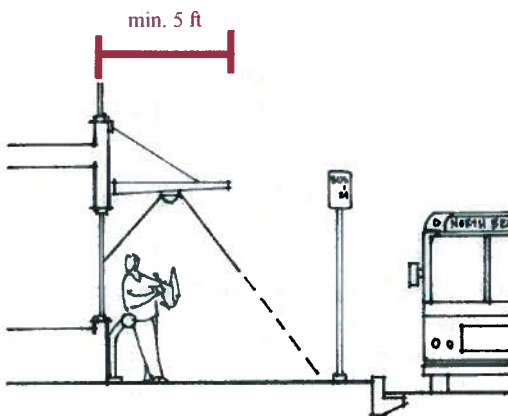
1. Where street design width and street improvements are required from a development project pursuant to this section, but such improvements are not feasible due to existing constraints, the City Engineer may approve an alternate design and/or layout to accommodate for the constraint, provided that the overall intent of these standards is met.
2. Where mature forested vegetation exists within an existing right-of-way and frontage improvements are required, the applicant **shall** place the sidewalk such that the vegetation may be preserved. This may require further dedication of right-of-way. The City may waive on street parking lanes or accommodate reduced street widths to preserve such vegetation.



clear pedestrian connections from internal site to existing sidewalk



example of easily accessible transit shelter adjacent to sidewalk within a landscaped setting



Appropriately scaled canopy as shelter space, defined by the height and depth (min. 5 ft), for bus riders on a transit route.

Lighting is an important consideration when opaque material is used for a canopy. The illumination of light colored undersides is important to increase security after dark.

### A-3e. Pedestrian and Transit Connections

#### Intent

- Design the site access and circulation routes with pedestrian comfort and ease of access in mind.
- Create parking lots and building service ways that are efficient and safe for both automobiles and pedestrians.
- Provide direct and safe access along, through and to driveways and adjacent developments or city streets.
- Encourage the use of mass transit by providing easy access to pleasant waiting areas.

1. Pedestrian building entries **shall** connect directly to the public sidewalk. Entries **shall** also connect to adjacent developments if feasible.
2. Internal pedestrian routes **shall** extend to the property line and connect to existing pedestrian routes if applicable. Potential future connections **shall** also be identified such that pedestrian access between developments can occur without walking in the parking or access areas. Walkways **shall** be a minimum 5 feet in width.
3. On-site open space **shall** be linked to public open space on adjacent or nearby sites unless otherwise approved by the City. Linkages to designated public open space and recreation areas and to opportunity areas identified in the North Bend Parks Plan **should** be established.

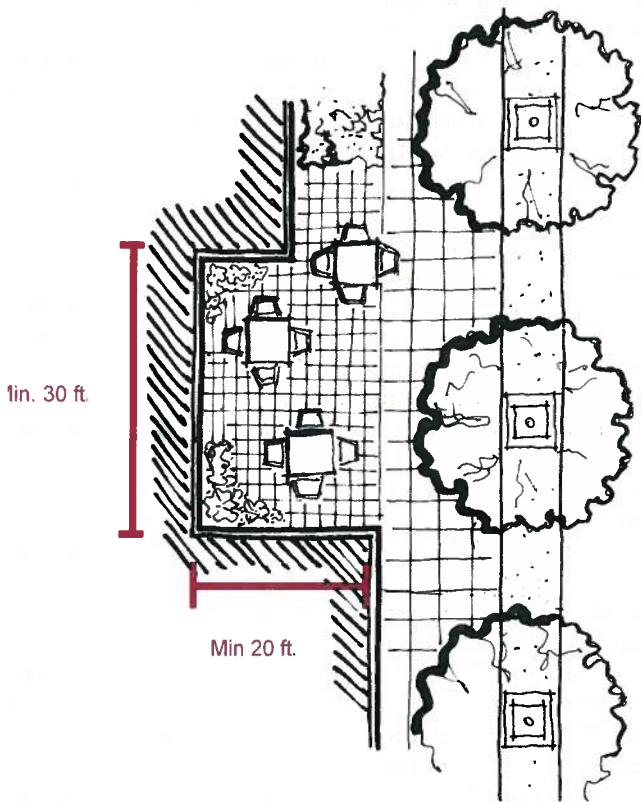
### A-3f. Transit stops/ Bus stops

1. Transit stops and improvements **should** be provided where appropriate to meet the intensity of use and expected demand. Transit stops **should** include shelters, seating areas, and wider (e.g., eight feet or wider) sidewalks. Development proposals adjacent to existing or proposed transit stops are encouraged to provide canopies, lean bars and/or benches integrated into the design of the structure in lieu of separate shelter structures. See FAR Bonus Chart for bonus provided for such features.
2. When a transit stop is located in front of or adjacent to a parcel, pedestrian connections linking the transit stop directly to the new development **shall** be provided.

## A-4 Pedestrian Open Space



corner pocket plaza along public sidewalk



Plazas create spaces at street level for pedestrian-oriented activities. Take the “indoors” outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and bring the “outdoors” into the private realm by opening spaces up to sunlight and views of sidewalk activity.

### *Intent*

To encourage conforming, accessible and aesthetically pleasing public gathering places that cater to pedestrians and meet the needs of the intended users.

### *A-4a. Plazas, Courtyards and Seating Areas*

1. Plazas or Courtyards **shall** be constructed when required under A-4b, below, or when utilized for the optional FAR bonus. Plazas, courtyards and seating areas are encouraged in larger-scale buildings or developments, particularly when restaurants or retail uses are anticipated.
2. Such space **shall** be located where it is visible and accessible from either a public sidewalk or a pedestrian connection within or adjacent to the site. Such space **shall** have a minimum width of 30 feet and a minimum depth of 20 feet, unless otherwise approved by the City due to site constraints.
3. oriented amenities:
  - a. Hardened surfaces with enhanced treatment, such as concrete with decorative brick pavers, or permeable pavement surfaces;
  - b. Benches and/or other seating (e.g., seating integrated with landscape plantings or tables with built-in seating);
  - c. Pedestrian-scale lighting for area use and security; and
  - d. Landscaping, including shade trees.
4. Optional plaza features include outdoor sculptures, fountains, kiosks, etc. Seating **should** be located for maximum solar exposure, views and proximity to activity centers such as building entries or walkway intersections. Seating opportunities for small groups should also be available.
5. Safety. Site design **should** allow pedestrians to see the public spaces and activities occurring on a site and **should** avoid creating potential entrapment areas. Buildings **should** be arranged on the site to have visual access and/or overlook pedestrian routes, and plazas.

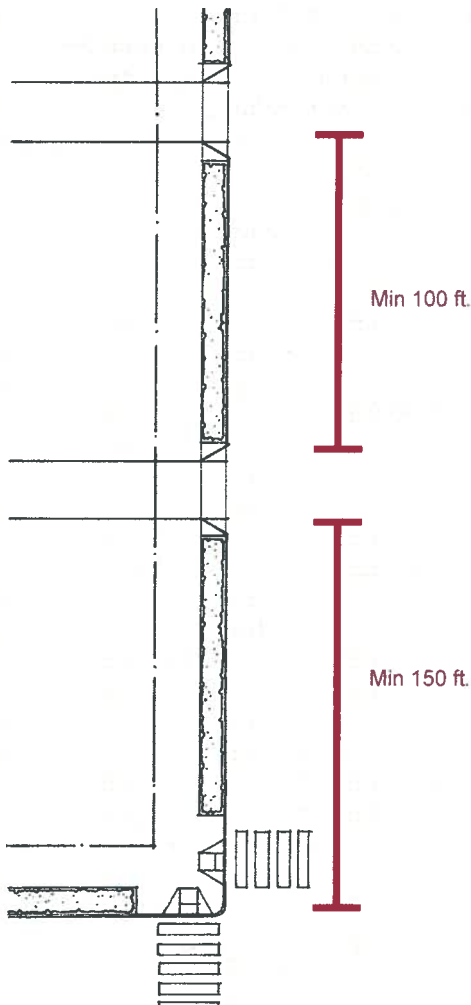
### *A-4b Mixed Use Building with Residential Component*

1. Any residential unit within a mixed use building shall provide common space as provided per Chapter 17.25 of the North Bend Municipal Code.

## A-5 Vehicular Access



shared driveway for commercial uses

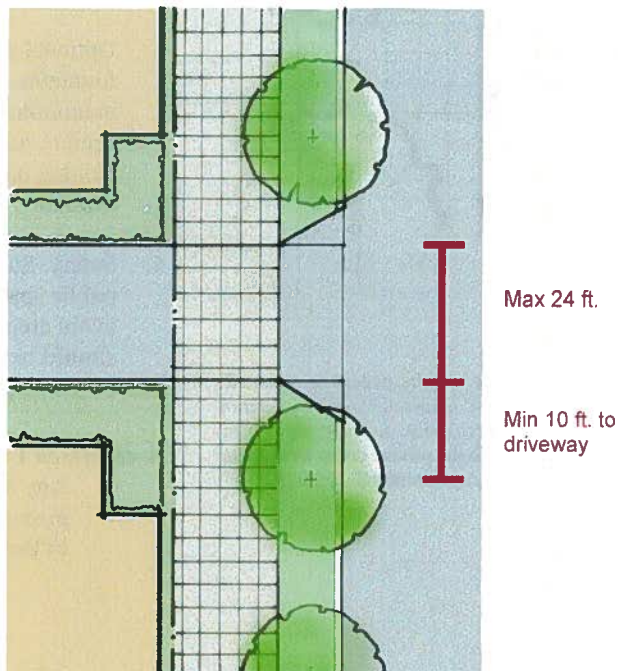


required curb cut spacing  
On typical block

### Intent

- Reduce the number of driveways (curb cuts) in order to improve pedestrian, bicycle and auto safety by reducing the number of potential points of conflict
- Improve the streetscape character to enhance pedestrian activity in retail/multi-family/commercial areas.

1. Vehicle access **shall** be provided in the following order of priority:
  - a. Alley, where feasible;
  - b. For corner parcels, access **should** be off the secondary street;
  - c. Share the driveway with an adjacent property
2. Limit curb cuts to one two-way vehicular access point per project if possible (or two separated one-way vehicular access points). Two-way driveway width shall not exceed 24 feet. One-way width shall not exceed 12 feet.
3. Whenever possible, separate curb cuts by a 100-foot linear distance from another access drive, and by a 150-foot distance from the intersection of an arterial or collector street.
4. Drive-thru lanes **shall** not be allowed between the building and the public right-of-way

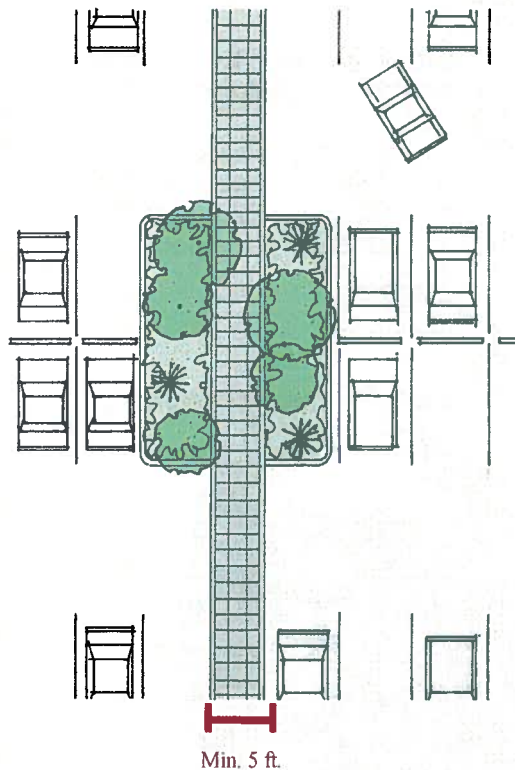


Driveway dimensions, design and distance from streetscape elements

## A-6 Location and Layout of Parking



parking located to the rear of a commercial building



Pedestrian connection through parking lot

### Intent

- Create adequate parking for each development, but keep the cars from dominating the streetscape.
- Improve pedestrian access from the street by locating buildings closer to the street and defining the street edge.
- Provide direct pedestrian access from the street, sidewalk, and parking.
- Integrate pedestrian and vehicular access between adjacent developments.

### A-6a. Parking along the Street Frontage

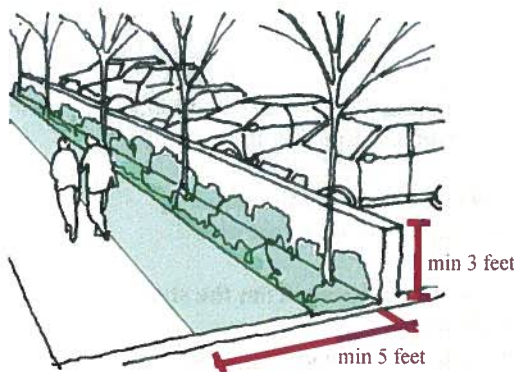
1. In addition to the following standards, all parking shall be designed in accordance with NBM Chapter 18.16, Parking Regulations.
2. Locate parking behind, to the side or under buildings, unless infeasible due to environmental constraints. Within the EP-1 and EP-2 districts, locate the majority of the parking to the rear or side of the building. On Class 1 Pedestrian-oriented streets parking is not permitted between the building and the street. For each zoning designation, there is a maximum percent of total parking spaces that may front the primary street:

Zone	Max Parking Area Fronting the Primary Street
DC –	Not allowed
NB –	Not allowed
IMU –	45%
IC –	45%
EP-1, EP-2 –	not applicable

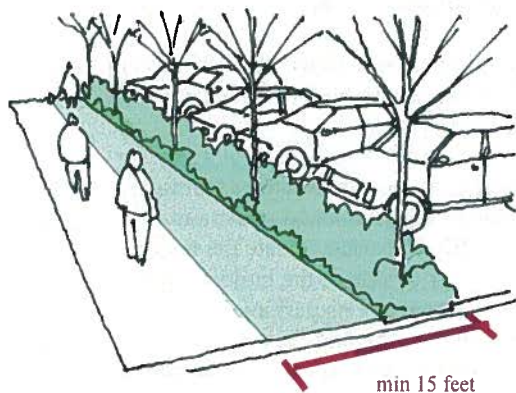
3. No parking lots may be on corner locations adjacent to public streets.
4. FAR Bonus for structured and below grade parking

### A-6b. Paths within Parking Lots

1. Pedestrian walkways in parking lots **shall** be delineated by separate paved routes that meet federal accessibility requirements and use a variation in textures and/or colors as well as landscape material.
2. Pedestrian routes **shall** be provided at least every 120 feet within parking lots.
3. Pedestrian pathways **shall not** be less than five feet in width.
4. Where possible to facilitate internal traffic circulation between the parking areas of adjacent developments, allow a two-lane access lane, not exceeding a total width of 24 feet, located behind the front façade.



combination of low wall and landscaping



Landscape buffer meeting screening requirement

#### A-6c. Parking lot landscaping

1. Surface parking lots **shall** meet the requirements set forth in NBMC Chapter 18.18, Landscaping Regulations.
2. Surface parking along public streets must be screened by one or a combination of the following:
  - a. Low walls made of concrete, masonry, or other similar material and not exceeding a maximum height of 3 feet, fronted by a minimum landscape area of 5 feet.
  - b. Raised planter walls planted with a minimum 80% evergreen shrubs not exceeding a total height of 3 feet.
  - c. A 15-foot type-II landscape buffer, as described in NBMC Chapter 18.18.
3. All screening elements **shall** provide clear views between 3 and 8 feet above the sidewalk for surveillance purposes.
4. To visually break up the expanse of large parking lots, larger consolidated landscape islands **should** be used in place of greater numbers of smaller landscape islands, to accommodate groves of larger tree species such as native evergreens.

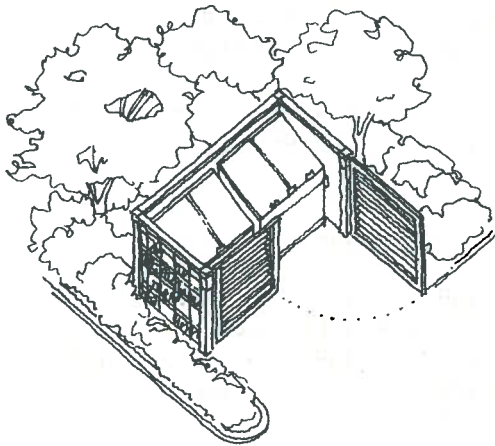


example of low wall and landscaping



consolidated landscape island in a large office park parking lot

## A-7 Screening of Site Utilities, Storage, Trash and Service Areas



screening with generous landscaping and combination of heavy wood and vine covered trellis



example of a dumpster enclosure incorporated within the building



commercial building using a setback parapet, or "utility penthouse," to screen mechanical equipment

### *Intent*

To screen service, loading and trash storage areas and rooftop mechanical equipment from public view, and minimize noise and odor.

1. Trash and recycling storage, utility vaults, and other above grade utilities shall be enclosed and screened from view by:
  - a. Masonry or heavy timber walls, or
  - b. Combination of fencing and 3-ft. wide landscaping the height of objects being concealed, or
  - c. Three feet wide landscaping the height of objects being concealed, or
  - d. An evergreen vine covered trellis minimum 5 feet high.
2. Trash containers, dumpsters and recycling areas **should** be located near and accessed from the alley if one exists.
3. Where feasible, build a trash room within the building.
4. Where feasible, attach utility/mechanical areas to the building structure as part of the massing of the building.
5. If adjacent to single family zones, trash, recycling, utility and mechanical equipment **shall not** be placed within the required setback.
6. Chain link fencing is **not** allowed for screening site utilities, storage, and trash and service areas.
7. Rooftop mechanical equipment **shall** be set back and screened from view using colors and materials consistent with those on the building.
8. For those areas of outdoor storage yards fronting to a public street that are not located behind a building, a landscape buffer **shall** be provided between the storage yard and street, as described in the land use performance standards in NBMC 18.10.050.

## A-8 Landscaping



Frontage landscaping is less effective when located behind fencing.

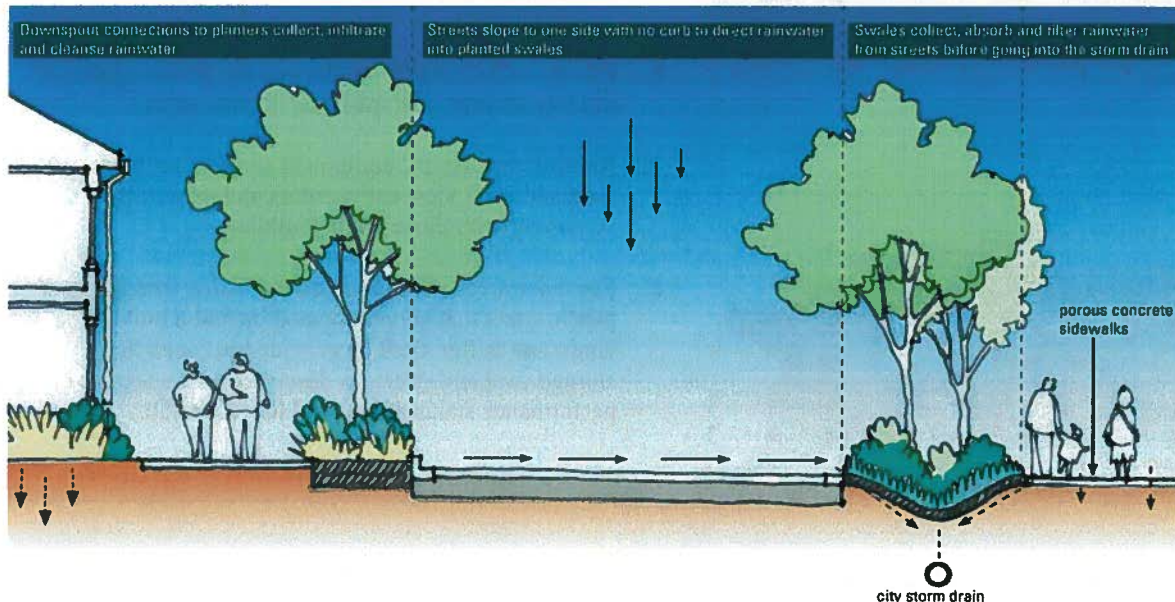
### *Intent*

To ensure that landscaping is continuous among adjacent sites and functions aesthetically, to manage stormwater and to provide buffers and screening where appropriate.

1. All landscaping **shall** be designed in accordance with NBMC Chapter 18.18, Landscaping Regulations.
2. Fencing along the front of a property **shall** be located behind any required frontage landscaping.
3. Where site topography reveals unattractive areas such as parking lots or storage or service areas, the type of landscaping **should** be considered consistent with the topographic factor to adequately screen such areas.

### *A-8b. Landscaping for stormwater management*

1. Natural landscaping **should** be incorporated into biofiltration swale design so the swale is located and designed as a positive landscape feature.
2. Trees are encouraged and should be planted such that they will not inhibit vegetative growth within the swale.
3. Drainage swales should be planted with native plantings or grasses (e.g., sedges) which are tolerant to water or wet conditions.

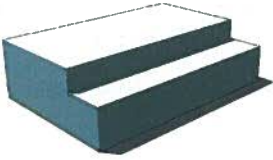


Low Impact Development (LID) Methods for capturing and filtering storm water run-off in an urban setting

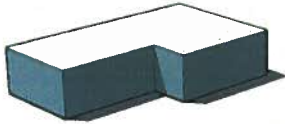
## B. Building Form

*Building height and modulation guidelines are essential to create diversity in building forms, minimize shadows cast by taller buildings and to ensure compliance with the city's Comprehensive Plan. Preserving views to the mountains are an important part of North Bend's character and urban form, and these guidelines aim to contribute to this quality.*

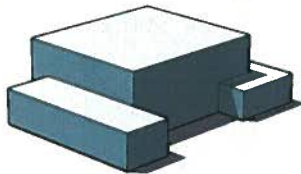
### B-1 Massing



a. step-back



b. building jog



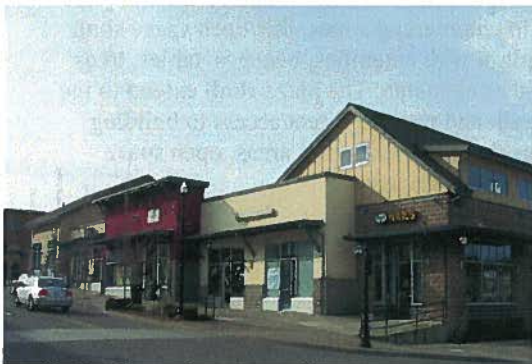
c. separate volumes



d. separate volumes



e. separate volumes (large one-story building)



Larger commercial building that is broken into distinct masses to reduce its scale.

#### Intent

- Encourage human scale elements in building design
- Reduce bulk and mass of buildings
- Masses may be subdivided vertically or horizontally

#### Standards:

Building Size:	Footprint:	Required Massing:
Small	<10,000 sf	one building mass
Medium	<20,000 sf	2 building mass (fig. a and b.)
Large	>20,000 sf	3 building mass (fig. c - e)

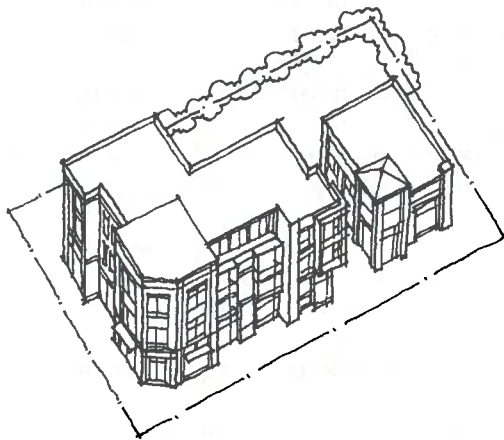
\* Multiple buildings on a site will be calculated individually and follow the guidelines for their size building.

1. No single building mass or volume may exceed 75 percent of the total volume of the building, defined by the building footprint multiplied by the building height.
2. Building size limitations **shall** be adhered to (see Table).
3. Elements being used to count as massing **shall not** be used as wall modulation elements.
4. The preferred order for the use of massing options is as follows:
  - a. setbacks above the ground or at the second level;
  - b. offsets from the main structure of 10 feet that break up the foundation line to define each mass;
  - c. distinctive volumes defined by roof forms.
5. Base/Middle/Top. In order to reduce the apparent bulk of three story buildings and taller and maintain pedestrian scale, a sense of "base", "middle", and "top" **shall** be provided.
6. Upper level building setbacks. Provide a minimum 5-foot setback or other form of articulation of massing from the primary building façade for any floors above the second floor to help create human scaled environments and prevent over-shading the street.



A massing offset in height and façade depth helps break down the apparent mass of this commercial/industrial building.

7. For buildings with an east-west façade greater than 150 feet in length fronting to North Bend Way, at least 40% of the street facing façade of the building **shall** be offset by a minimum of 25 feet from the rest of the building to reduce the apparent mass of the building and preserve views of surrounding topography from public



streets.

Large development site meeting massing requirement with two Buildings rather than one: a small commercial building and a medium building with two masses (corner volume and building jog)



Orient building massing to the corner to create commercial activity nodes.

## B-2 Alternative to Building Massing



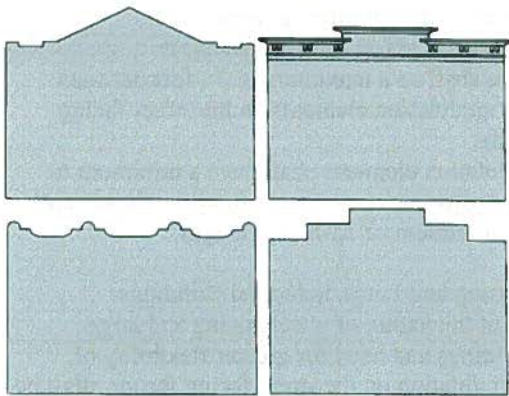
pocket plaza with landscaping and seating areas

1. Creation of Public Open Space. A project, excluding a mixed-use building containing a residential component, may exchange one building mass requirement for the creation of a public open space of a minimum of 1,500 square feet. In commercial zones, this open space **shall** be a plaza with amenities, benches, tables, trees and other elements. The plaza **shall** extend to the sidewalk and provide direct access to building entries. In more residential areas, open space may be a pocket park.

## B-3 Roof Forms and Modulation



A corner turret interrupts this otherwise flat roof.



roof parapet treatments:

- top left - pediment
- top right - cornice molding
- bottom left - cresting
- bottom right - stepped front



A well-modulated roof line with distinctive features such as dormers can break up an otherwise long façade and lead the eye down the street. A turret or other special roof feature can help emphasize a corner location.

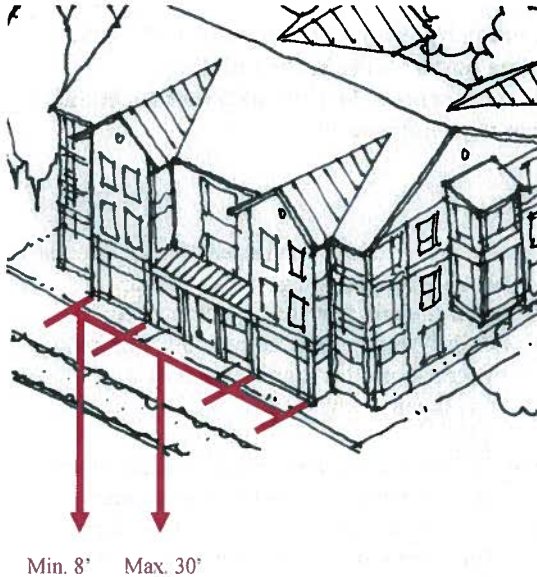
### Intent

- To break up the overall massing of the roof
- Create human scale in the building
- Use roof forms to identify different functional areas within the building

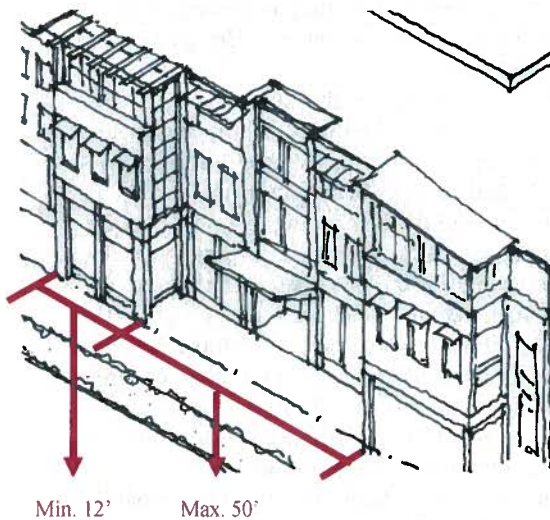
### Roof Design

- 1) Flat, unembellished rooflines on street-facing facades **shall not** be allowed. Buildings with a linear frontage longer than 60 feet shall modulate the roofline with differing heights or parapets, different type of roof forms, or other significant roof articulation on the primary façade.
- 2) Roofs must be modulated, interrupted or punctuated through a variety of elements appropriate to the building's use(s) and the site's context. Consider the following when applying the above standards to the design of a project:
  - a) projections, overhangs, cornices, trellises, stepbacks, brackets holding overhangs, and changes in material which give design attention to roof edges;
  - b) pitched roof forms, with a slope between 4:12 and 12:12 can help reduce the bulk and scale of a commercial building and create transition to residential zones, where appropriate.
  - c) In the core of the DC zoning district a parapet front design **should** be used, as parapet (false-front) roofs are the dominant historic type. Parapet shapes should be chosen from a variety that are traditional to commercial architecture, such as pediments, use of cornice molding, cresting, or stepped 'false-front' designs. If a decorative parapet is not used, roofline compatibility with adjacent buildings must be ensured.
  - d) In the IC district, larger buildings are generally assumed to use a flat roof. As with the DC district, a decorative parapet **should** be used to articulate such rooflines.
  - e) In the EP-1 and EP-2 districts, larger buildings are generally assumed to use a flat roof. In such cases, buildings **should** incorporate measures to differentiate unbroken roof planes (e.g., well-defined cornices and parapet designs).
- 3) The tallest buildings allowed (55 ft) shall employ a steep pitched roof form (not less than a 6:12 average for those portions above 45 ft in height) to reduce the appearance of bulk and mass.

## B-4 Wall Modulation



Example of smaller scale wall modulation standard



Example of larger scale commercial wall modulation standard



Façade broken up with balconies, bays and materials

### Intent

- To let more light and air into the building
- Break up large building mass and scale of a façade
- To avoid stark and imposing building facades.
- To create a pedestrian scale appropriate to North Bend
- To become compatible with the surrounding built environment

### 1) Retail and Office Buildings:

#### Medium buildings (50-100 feet of linear façade):

- a) There shall be a maximum of 30 feet between wall modulation elements on the street-facing façade.
- b) Modulation elements shall have a minimum of a 3-foot projection or recession from the façade and be a minimum of 8 feet in length

#### Large Buildings (>100 feet of linear façade):

- a. There shall be a maximum of 50 feet between wall modulation elements on the street-facing façade.
- b. Modulation elements shall have a minimum 6-foot projection or recession from the façade and be a minimum of 12-feet in length.

### 2) Warehousing and Large Industrial Buildings:

Because of the nature of warehousing and large industrial buildings and need for greater flexibility of space, wall modulation on the street-facing façade **shall** be provided by a combination of at least three of the following measures:

- a) Modulation elements consistent with that required for large retail and office buildings above, only modulation elements shall either have a minimum 1-foot projection or recession from the façade, and/or use a different color, texture and material from the rest of the façade;
- b) Modulation of roof cornice treatments, with a maximum of 50 feet between modulations;
- c) Sunscreens on a minimum of 40% of windows on the street facing façade;
- d) A minimum of 30% transparent windows and openings for the office portion of the building facing the street;
- e) A 20' deep x 15' wide foundation landscape area planted with Type I landscaping for every 75 feet of building wall,

### 3) Wall modulation elements may include, but are not limited to:

- c) Bays,
- d) Entries,
- e) Balconies or decks.

### 4) Infill development in close proximity to historic

buildings **shall** be compatible with the scale, architectural qualities and traditional uses of these resources.

## C. Building Facade

*Building facade guidelines ensure that the exterior of buildings, the portion of buildings that defines the character and function of a place, is of high quality and demonstrates the strong sense of place and integrity valued by the residents of North Bend.*

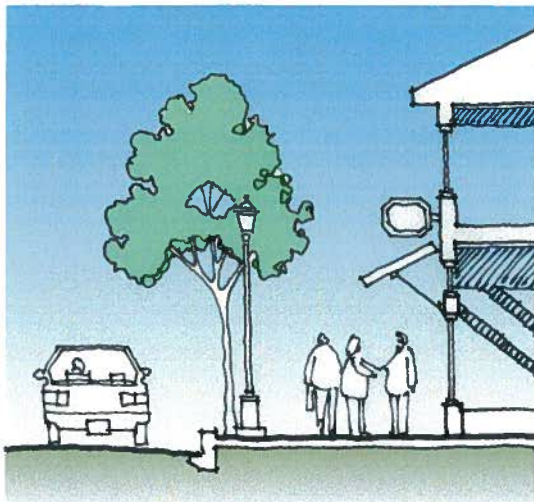
### C-1 Orientation to the Street



Front façade addressing pedestrian oriented street



Canopies provide weather protection and facilitate outdoor display of merchandise.



#### *Intent*

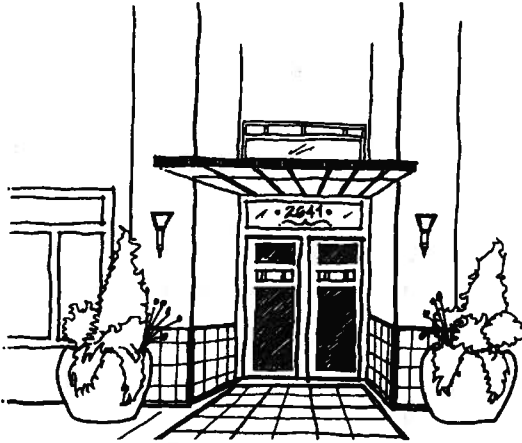
**To reinforce the character of the streetscape by encouraging the greatest amount of visual interest along the ground level of buildings facing pedestrian streets**

#### **Buildings Set to back of Sidewalk**

1. The front building facade and main entrance to all residential and nonresidential buildings **shall** be oriented toward a primary street and set to the back of the sidewalk, with the exception of providing open space for public use such as plazas, courtyards and seating areas, or the required sidewalk width. Within the EP-1 and EP-2 zones, non retail buildings shall be oriented to the primary street, but may be set back from the sidewalk pursuant to the district specific standards of this Chapter.
2. Minimum height of ground level retail space **shall** be 12 feet floor-to-ceiling. However, all ground level commercial space within the DC and NB zones along Class 1 Pedestrian Streets **shall** provide no less than 12-foot floor-to-ceiling height.
3. Where adjacent to a sidewalk, buildings **shall** provide a canopy or a significant covered recess to provide weather protection to pedestrians, at a depth of not less than 5 feet.
4. Accessory buildings do not need to meet street orientation requirements so long as they are located behind a primary building on the property and are not primarily visible from the street.

Min. 12 ft. floor-to-ceiling height

## C-2 Entrances



Prominent pedestrian oriented entry

1. The primary (front) building facade and main entry of nonresidential buildings **shall** be oriented toward and face the primary public street.
2. Such entries **shall** be made visually prominent and receive architectural emphasis. A variety of techniques to accomplish this standard can include:
  - a. Recessed entries
  - b. Projecting entries
  - c. Elevated entries with stairways
  - d. Entry-related cover and/or roofline articulation (e.g., canopy articulation; parapet-roof articulation)
  - e. Arched entries
  - f. Use of awnings, canopies, marquees
  - g. Decorative lintels or molding above doorways
  - h. Entry lighting
  - i. Landscape treatment and emphasis
  - j. Surface treatment, (e.g., paver or tiles)
  - k. Entry courtyard
  - l. Transom windows
  - m. Signage
  - n. Complementary upper story treatments (e.g., balcony)
  - o. Other techniques as appropriate
3. Entries **shall** be lighted and protected from weather.
4. Secondary entries that receive high use **should** also receive appropriate architectural emphasis, using techniques listed above.

## C-3 Ground Level Facades



transparency



### Intent

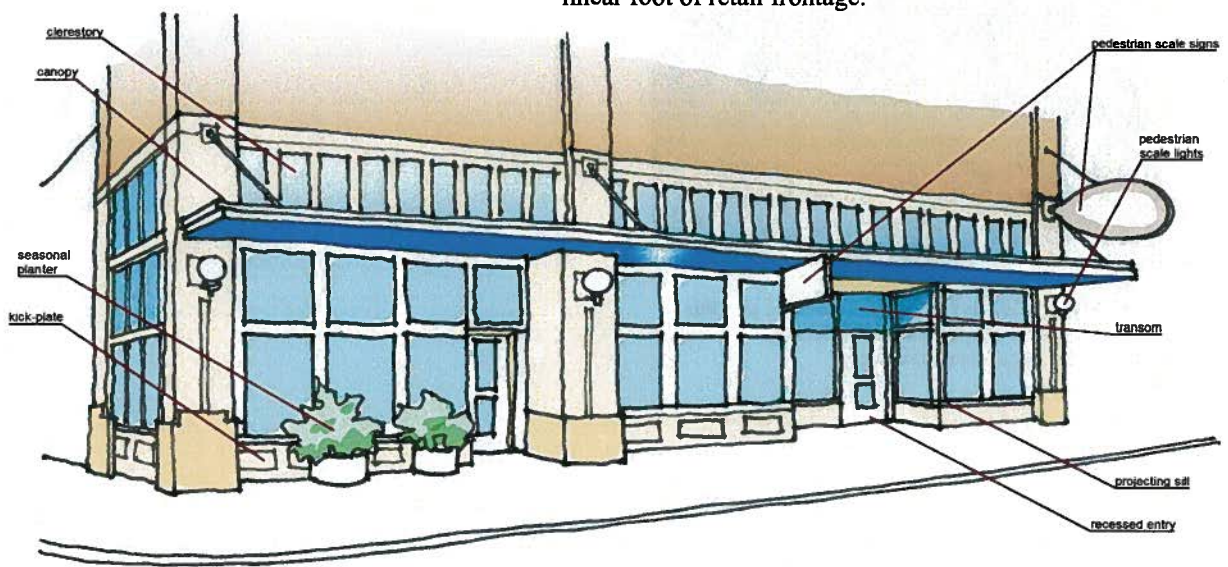
- To provide a visual connection between activities inside and outside of buildings
- To reinforce the character of the streetscape

### C-3a. Transparency

1. Along Class 1 Pedestrian Streets, a minimum of 65% of any ground floor façade visible from the street **shall** be comprised of windows with clear, "vision" glass.
2. Along Class 2 Pedestrian Streets, a minimum of 55% of any ground floor façade visible from the street **shall** be comprised of windows with clear, "vision" glass.

### C-3b. Ground Level Details

1. Facades of commercial and mixed-use buildings that face the street **shall** be designed to be pedestrian-friendly through the inclusion of at least four of the following elements:
  - a. kickplates for storefront windows
  - b. projecting window sills
  - c. pedestrian scale signs
  - d. pedestrian scale lights (eg, goose neck fixtures above a sign band)
  - e. containers for seasonal plantings
  - f. a separate base material such as tile, cultured stone, etc. that forms a distinct base below the windows.
  - g. 75% ground floor transparency
  - h. clerestory windows
2. FAR Retail Bonus for ground level retail meeting all of the elements above: 100 sq ft of floor area for each linear foot of retail frontage.



## C-4 Building Materials



a mix of appropriate commercial building materials and finishes



A brick base, dark window frames, and a fabric awning soften the appearance of the steel siding on this commercial/industrial building.



AVOID

Small, horizontal sliding white vinyl windows give this commercial building a residential appearance, inappropriate for a commercial area.

### *Intent*

To provide a quality, unified appearance for commercial development throughout the city by promoting long-lasting materials and finishes appropriate for commercial and industrial buildings.

1. Materials encouraged as appropriate for finishing primary exterior commercial buildings walls include brick, stucco and wood clapboard siding. Additional materials that are appropriate as accent finish materials include brick, stone, cultured stone and tile.
2. Materials encouraged as appropriate for finishing primary exterior industrial building walls include architecturally finished concrete, architecturally finished concrete masonry units, and the materials identified above for commercial buildings.
3. Vinyl siding is not allowed on commercial and industrial buildings, as it lends a residential rather than commercial appearance, and requires a higher degree of maintenance and upkeep to remain clean and attractive.
4. Steel siding is not allowed as the sole material on the primary façade of commercial and industrial buildings. Steel siding may be applied when used in combination with other finish materials.
5. Residential-style windows (characterized by smaller sizes, higher sills, white vinyl frames, and/or artificial mullions fully bisecting the plane) are not allowed on commercial and industrial buildings, as they provide a more residential appearance inconsistent with commercial character and uses.

## C-5 Blank Wall Treatments



architectural elements including building base, columns, lighting, trellis and faux windows.



Artwork can provide visual relief.



Ground cover and vines help soften a flat façade.

### *Intent*

To ensure that buildings do not display blank, unattractive walls to the abutting street or public areas

1. Blank walls are not allowed on the façade facing the primary street.
2. On side facades facing a secondary street, blank walls longer than façade length corresponding to the table below fronting a public street shall incorporate two or more of the following throughout the length of the blank wall:

Building Size	Façade Length
Smaller (<20,000 sf)	30 feet
Larger (>20,000 sf)	50 feet

- a. vegetation, such as trees, shrubs, ground cover and/or vines adjacent to the wall surface;
- b. artwork, such as bas-relief sculpture, murals or trellis structures;
- c. seating area with special paving; and/or
- d. architectural detailing, reveals, contrasting materials or other special interest.

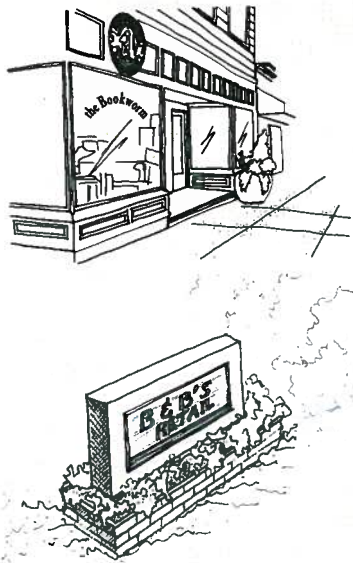


Murals can provide visual interest on blank walls and can reveal a place's culture and history.

## C-6 Sign Design



Unique pedestrian signs for businesses help personalize a business district



Free-standing signs should add interest to the street level and should be oriented and scaled for both pedestrians on the sidewalk and drivers on the street.

### *Intent*

- To ensure that signage is part of the overall design approach to a project and not an additive element or an afterthought
  - To encourage interesting, creative and personalized elements in the public realm
1. All signs **shall** be designed in accordance with NBMC Chapter 18.20, Sign Regulations, including other applicable sign standards adopted under that chapter.
  2. Signs **should** be designed to be consistent with the architecture of the building, utilizing sizes, colors, textures and materials that complement the appearance of the building as a whole.
  3. Blade signs mounted perpendicular to the building are encouraged in addition to wall mounted signs to provide visibility of the business to pedestrians on the sidewalk.
  4. Building mounted signs are preferred over free-standing pole or monument signs, as they do not inhibit visibility and sight distance for pedestrians and vehicles.
  5. In order to be scaled and oriented for both pedestrians and vehicles, freestanding pole or monument signs **shall not** exceed 4 feet in height in DC and NB zones, and 8 feet in IC, IMU, EP-1 and EP-2 zones.



Integrate signs with the design of the building façade

## District-Specific Design Standards and Guidelines

District-specific design standards and guidelines will augment the Citywide design standards and guidelines to ensure that development proposals respond to the unique district and corridor identities throughout the City.

### A. Downtown Core District

North Bend has a compact, active and walkable center, and has maintained its small town identity with valuable resources downtown. The Downtown Core design guidelines allow the downtown to maintain its cultural, recreational and historic assets and become the North Bend central meeting place while encouraging a vibrant and economically robust downtown environment.



Outdoor sidewalk café area



Downtown Precedent: informational wayfinding signs help orient visitors

### A-1 Streetscape

1. Pedestrian Linkages. Clear, safe and inviting pedestrian walkways **should** be promoted to improve access to and within the Downtown Core District. The following **should** be incorporated into the streetscape design to ensure that residents and visitors are encouraged to walk in the Downtown Core District:
  - a. Pedestrian corridors **should** be established and connected to ensure access to and within the downtown core. Specifically, streetscape and sidewalk improvements along Ballarat Avenue are encouraged to provide an important pedestrian link between the downtown core and the train depot.
  - b. New buildings **shall** be set back and designed accordingly to allow for at least 12' of sidewalk, but not more than 15' on all downtown core streets with a clear zone of 8' for pedestrian travel.
  - c. Wayfinding signs **should** be placed at all major intersections and public gathering places to increase awareness of appropriate and safe walkways.
  - d. All sidewalks **should** incorporate broom finish, scored, stamped, aggregate or other textured or patterned concrete to encourage safe, comfortable pedestrian access.
  - e. Adequate lighting **shall** be placed at a minimum of 30' apart in a staggered cadence with street trees.
2. Sidewalk Cafes. Outdoor sidewalk cafes are encouraged on downtown core streets to enhance public gathering places and pedestrian activity. Sidewalk areas **shall** maintain a clear zone of at least 5' wide for pedestrian travel in these locations.

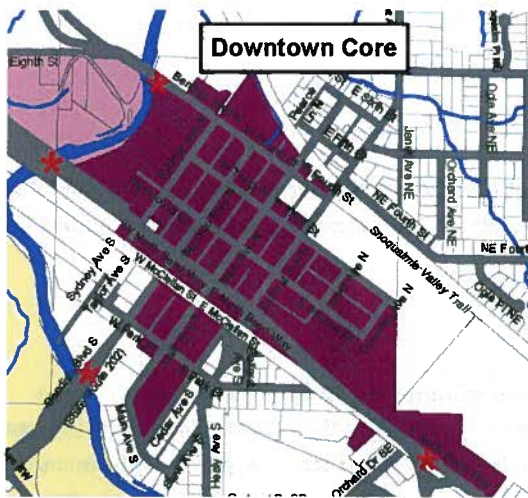
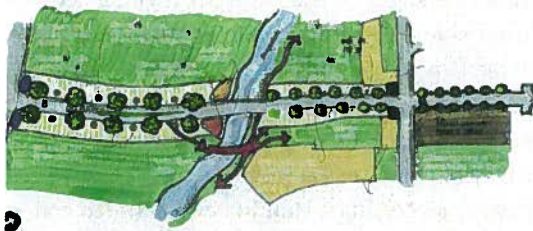


Figure 1: Downtown Core District and Gateway Locations



Example of a Graduated Gateway



Downtown Precedent: frequent cadence of storefronts and varied roofline contributes to a walkable downtown district.

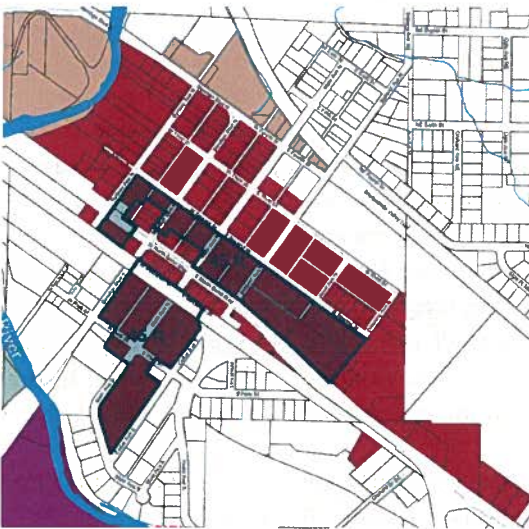
3. Identity Elements. Public art and other unique streetscape elements such as informational signage **should** be used to provide visual interest, create a downtown identity and provide an opportunity to describe North Bend's unique history.
4. Landscaping and Street Trees. To support the natural setting of Downtown North Bend, street trees **shall** be placed a minimum of one every 30'. Appropriate landscaping and hanging planters are encouraged near significant intersections and at public gathering places.
5. Gateway Locations. Figure 1 identifies key gateway locations for the Downtown Core District. Refer to the Citywide Guidelines for methods and techniques that are appropriate for enhancing these locations.
  - a. A graduated gateway approach should be used to draw visitors to the downtown core with increasing tree and pedestrian lighting frequency to alert motorists and pedestrians that they are entering a more intensive, pedestrian oriented business district. For example: along Bendigo Way between South Fork Avenue and the Snoqualmie River, trees should be spaced 40' apart; between the Snoqualmie River and East Park Street, they should be spaced 35'; and between East Park Street and North Bend Way, they should be spaced 30' (see figure 2).

## A-2 Building Form

1. Downtown Core Architectural Context. The downtown has a variety of architectural styles represented. Contemporary methods of building can potentially create conflicts with older buildings due to differences in scale, massing and degrees of articulation. For example, new buildings add exteriors that mimic past architectural styles, creating a sense of unauthentic design. These guidelines emphasize the concept of historical continuity and the relationship of structures over time.
  - a. Architecture in the downtown core **should** maintain a harmonious transition between newer and older buildings. Compatible design **should** respect the scale, massing and materials of adjacent buildings and landscape.
  - b. Complement the architectural character of an adjacent historic building or area.



The restored McGrath Building serves as an anchor for the downtown and the intersection of Main Street and North Bend Way.



Downtown core building heights



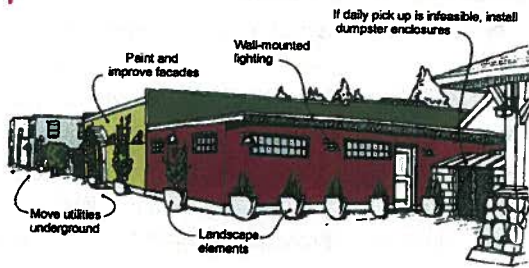
Multiple large storefront windows creates a more active streetscape by providing visibility to action both inside and outside of buildings.

c. Employ design strategies and incorporate architectural elements that reinforce downtown's unique qualities. In particular, the neighborhood's best buildings support an active street life.

2. **Anchor Buildings.** These buildings **should** hold the corner with more prominence and visual expression. This may include elements like: major entrances, higher or more expressive canopies, higher bays, larger windows and doors, projections and different window design.
3. **Roof Form.** In the Downtown Core District, a parapet front design **should** be used, as parapet (false-front) roofs are the dominant historic type. Parapet shapes **should** incorporate a variety of architectural styles such as pediments, use of cornice molding, cresting or stepped 'false-front' designs. If a decorative parapet is not used, roof line compatibility with adjacent buildings must be ensured.
4. **Ancillary Commercial Structures.** Structures accessory to the primary building intended to support a commercial use **shall** be limited to 50% of the primary structure's lot coverage of 500 sq. ft., whichever is less.
5. **Building Height.** In the Downtown Core District, the maximum building height **shall** be 45 feet from Sydney Ave N to Downing Ave N, south of W Second Street (see map). The maximum height in all other areas, including the Historic District, **shall** be 35 feet.

### A-3 Orientation to the Street

1. Street-facing, ground-floor facades of commercial and mixed use buildings **shall** incorporate generous amounts of glass in storefront-like windows. Amounts of clear, transparent glass **shall** meet the following for the downtown core:
  - a. 75 percent of ground floor façade along North Bend Way.
  - b. A minimum of 60 percent of any other ground floor façade visible from any street in the downtown core.
2. **Screening Parking Lots, Loading Areas and Trash Storage Areas.** Because of the negative impact of negative odor, sound and visual impacts from these uses,



Vision sketch from Downtown Master Plan illustrating improvements to the alley facades on McClellan St.

trash, parking and loading areas **shall** be screened in the downtown core as designated in the City-wide Design Standards, section A-7. Additionally, trash rooms **should** be incorporated into building design in the downtown core to ensure that trash is separated from the streetscape whenever possible.

3. Develop the Alley Façade. Rear façade improvements are encouraged by implementing lighting, landscaping, painting, street furniture and public art elements. Specifically, streetscape improvements along the alleyway located behind the train depot and North Bend Way would improve the pedestrian link between North Bend Way and McClellan.

#### A-4 Plazas

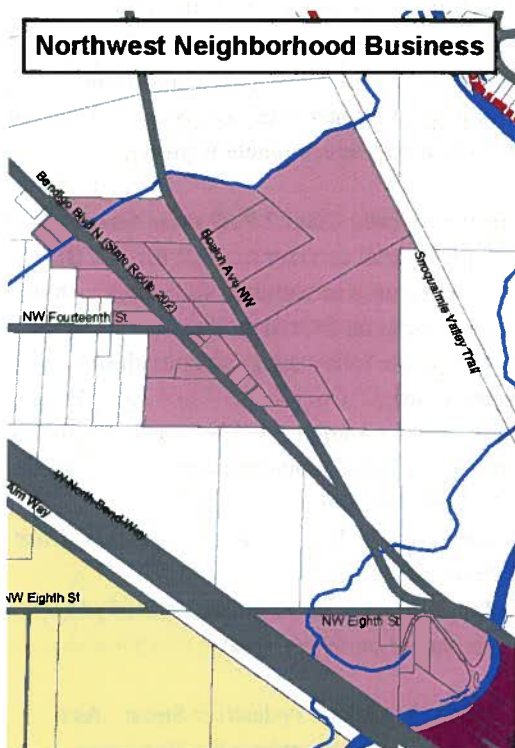


Plaza with landscape features and seating areas

1. For redevelopment of the northeast corner of Main Ave and North Bend Way, a minimum 600 square foot plaza **shall** be provided in a south-facing location. The City will waive parking requirements for the first 10,000 square feet of building area to accommodate the space required for the plaza. At a minimum, the plaza shall include features as required under section A-4a of these standards. Additional amenities such as public art or gathering features are encouraged.
2. Buildings located adjacent to the plaza shall contain entrances that open to the plaza.

## B. Northwest Neighborhood Business District

The Northwest Neighborhood Business District (NWBD) is defined by its abundant open space and natural setting. There are development opportunities here and potential to improve access to community amenities. Maintaining natural viewsheds and developing in a way that is sensitive to the surrounding natural features are critical when considering the future of the NWBD.



Northwest Neighborhood Business District



Rain gardens with native plantings integrated into an urban streetscape

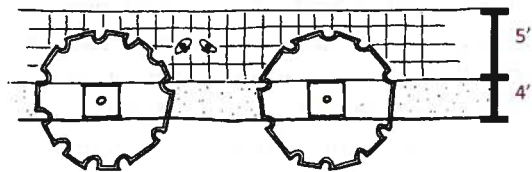
### B-1 Responding to Site Characteristics and Significant Natural Features

The Urban Separator Overlay District (USOD). The USOD was created to maintain the identity of North Bend and provide visual breaks in the urban landscape while linking open space and environmentally sensitive features. Site coverage in the USOD is limited to 80% in all cases and maximum impervious surfaces for commercial use cannot exceed 55% of lot area unless pervious paving techniques are used in which case a 10% bonus is allowed. Surface area for green roofs is not included in surface area calculations.

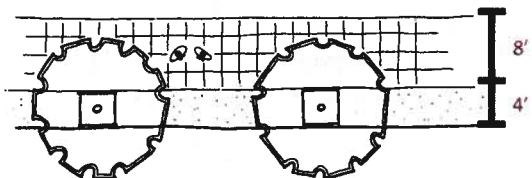
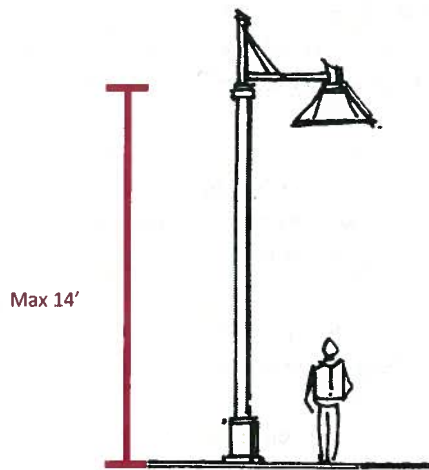
1. Specific site conditions such as: significant topography or landscapes, prominent intersections, view or other natural features **shall** be considered to ensure that sites are located and designed in keeping with the principals of the USOD.
2. The following Low Impact Development (LID) techniques are encouraged for site planning to ensure that sensitive areas in the NWBD are protected and maintained:
  - a. Minimize impervious surface for all development and use pervious pavement and concrete whenever feasible.
  - b. Implement stormwater retention techniques that capture stormwater close to where it falls to mimic natural systems wherever possible. Examples include: bioretention swales and ponds, stormwater capture and vegetated roofs.
  - c. Floor area incentives shall be provided for natural drainage systems, pervious pavements and vegetated roofs.



continuous planting strip along sidewalk



Bendigo Boulevard North Minimum Dimensions



Boalch Ave. Minimum Dimensions

## B-1 Responding to Site Characteristics and Significant Natural Features

Currently the NWBD is served by two streets (Boalch Ave NW and Bendigo Blvd N), and one local access road (NW 14<sup>th</sup> St). The district's street network will expand and improve as new development occurs. The following implements the North Bend street type classification system to recommend improvements to existing streets and designs for new ones when new development is proposed:

1. **Bendigo Blvd North: Class 2 Pedestrian Street.** This is the principal arterial corridor through the NWBD. It is the only connector to downtown North Bend. In order to enhance its role as an arterial while considering the needs of pedestrians, the following guidelines **shall** be met:
  - a. **Planting Strips:** Continuous 4 to 6 foot planting strip zones shall be incorporated between the street curb and sidewalk and planted with ground cover and appropriate street trees.
  - b. **Sidewalk Widths.** Sidewalks no less than 5 feet shall be included.
  - c. **Pedestrian Lighting.** Regularly spaced pedestrian lights should be 14 feet high.
2. **Boalch Ave NW: Class 1 Pedestrian Street.** As a secondary arterial street serving the Northwest Neighborhood Business District, Boalch Ave NW should be designed to support commercial development with pedestrian access in mind.
  - a. **Planting Strips:** Continuous 4 foot planting strip zones shall be incorporated between the street curb and sidewalk and planted with ground cover and appropriate street trees.
  - b. **Sidewalk Widths and Bike Lanes.** Sidewalks no less than 8 feet shall be included and bike lanes no less than 5-feet wide.
  - c. **Pedestrian Lighting.** Regularly spaced pedestrian lights **shall** be 14 feet high.



Open space and view corridors help define the character of the Northwest Neighborhood Business District

3. **Neighborhood Streets: Class 2 Pedestrian Street.** New streets providing local vehicular access to residential and mixed-use development off of Bendigo and Boalch **should** be encouraged as development increases. These streets are smaller, visually pleasing and speeds and volumes are relatively low to encourage pedestrian access.
  - a. **Streets.** One travel lane each direction with parallel parking.
  - b. **Sidewalks:** 5 feet wide, plus a 4-foot wide planting zone along the curb.
4. **Gateway Location at Boalch and Bendigo.** This NWBD serves as the northern gateway to North Bend. In addition to identity features at this location such as landscaping and “welcome to North Bend” and way finding signs, buildings at these points **should** hold the corner with prominence and visual expression.
  - a. The transit stop at Boalch and Bendigo **should** be built and highlighted to further establish the gateway location upon entry into North Bend.

### **B-3 Landscaping**

1. The landscape of the NWBD is defined by open space and semi-rural character. Open meadows and agricultural lands are framed by views of the nearby mountains. New development should maintain view corridors and implement landscaping that enhances this existing character.
  - a. Development that is clustered on one section of the lot can maximize open space and retain viewsheds.
  - b. Planting trees in clustered groves will match the existing pattern.

### **B-4 Building Design and Massing**

1. **Massing.** The NWBD has a small scale neighborhood setting. Buildings shall match this setting by breaking down the size of the developments into clusters of smaller buildings.



Traditional pitched roof on a large-scale building



Semi-rural character expressed in the form and roof line of a commercial building to help reduce apparent bulk.

2. **Mixed-Use.** Mixed-use development is anticipated to occur in the NWBD and is encouraged as an appropriate use. Mixed-use development can be either horizontal or vertical depending on the preference of the developer.
3. Cottage housing is encouraged in the NWBD because it utilizes principals of small buildings sharing communal open space without large building masses.

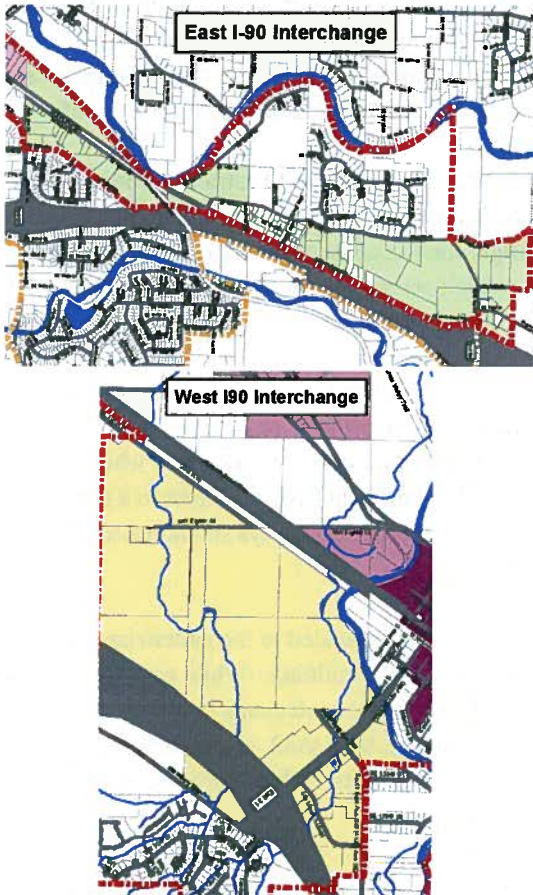
## B-5 Roof Forms and Modulation

1. For compatibility with the surrounding landscape, views of Mt. Si, and desired small scale neighborhood setting, all parts of the primary roof above 18 feet **should** be pitched at a minimum rise of 6:12.
2. If a flat roof is used for a commercial building, the following features are required to ensure that it matches the character of the neighborhood:
  - a. Corner treatments, when located on a corner, through the use of architectural articulation such as recesses, turrets, bays, upper façade fenestration, canopies or special storefront design.
  - b. Parapets, including pediment, cornice molding, cresting, or stepped fronts.
  - c. In addition to the above requirements, green roofs are encouraged.

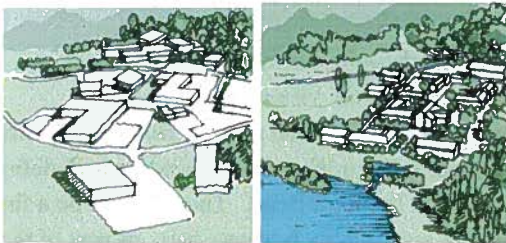
## C. East and West I-90 Interchange District

The East I-90 Interchange District contains an employment park zone and a small interchange commercial zone. The district caters to business park and campus style development with the commercial area supporting the workforce and nearby residential areas. The employment park development is characterized by buildings diverse in style, size and use balanced by consideration for the natural setting, consistent streetscapes, buffers and generous landscape treatments.

The West I-90 Interchange District is particularly important because it is the immediate entry point into North Bend. It's mostly retail and franchise commercial uses and should be developed in a way to ensure that these uses do not conflict with the small town character of North Bend.



East and West I-90 Interchange Districts



AVOID

PREFERRED

Utilizing multiple smaller buildings on a site helps to complement view sheds and surrounding built and natural character.

### C-1 Responding to Site Characteristics and Significant Natural Features

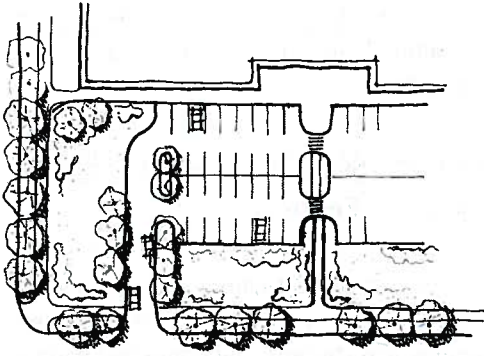
1. It is strongly encouraged that natural features, such as significant trees, and community landmarks be preserved by concentrating and clustering buildings and parking on land of least natural significance. Significant features such as sensitive topography and views from prominent public places including parks, plazas and street view termini shall be considered for site design in the East I-90 district.
2. Low Impact Development is encouraged to preserve the valuable sensitive areas in the East I-90 district and minimize the impact of development.
3. Building location and orientation **should** frame views of Mt. Si and the surrounding natural landscape from prominent public places, including parks, plazas and street view termini, not block them.

### C-2 Sensitivity to Adjacent Land uses

1. A Type 1 Sight Barrier (as defined in Landscaping Regulations Ch 18.18.080) **shall** be required between industrial uses and residential areas in the East I-90 district.
2. All lighting for service and loading areas **shall** be directed towards the property and away from residential areas.
3. All service and loading areas **shall** be located to the rear of the property and away from residential areas.

4. Where possible on larger sites, provide multiple smaller buildings rather than a singular large building to provide better compatibility to adjacent smaller scale uses.

### C-3 Streetscape Design and Orientation



Orientation to the street via a prominent entrance facing the street and a direct pedestrian connection to the public sidewalk.



Entry feature scaled to the pedestrian helps de-emphasize the mass of the building.

1. Individual sites along North Bend Way in the East I-90 District **shall** be developed to create visual interest along the street and to allow for view corridors of North Bend's natural assets.
  - a. The primary building entrance **shall** be oriented to the street. Within the EP-1 and EP-2 districts, the primary building entrance **shall** face the street and be located generally no more than 200 feet from the public sidewalk.
  - b. Within the EP-1 and EP-2 Districts, buildings **should** be clustered on larger lots in a campus-like configuration to allow for more open space and larger view corridors while keeping entrance visible and accessible to the street.
2. Direct and clearly distinguished pedestrian walkways **shall** be provided from the primary or other main building entrances to the public street. In locations where driveways extend directly from the street to a primary or main building entrance, walkways should parallel the driveway.
3. Entry features **shall** be scaled to the pedestrian and used to reduce the mass of the building. While entry features may contain larger, multi-story elements to reflect the overall scale of the building, they shall, at a minimum, contain pedestrian scale elements such as porticos, porches or overhangs.
4. Encourage the use of highly crafted materials or civic art pieces to further enhance the appearance and prominence of entries.
5. Buildings and landscaping **should** be oriented with consideration given to the visual impact from the perspective of the driver on the primary roadway. From the south on North Bend Way, business parks help define major entry points to North Bend. There should be a first impression of a high quality business park, as part of the City's overall community character and identity by including the following:



Landscaped "fingers" break up the expanse of asphalt



example of where a shared driveway could be used to reduce traffic and pedestrian hazards

- a. Business parks may have double fronting and corner lots. The design guidelines require buildings to be developed with principal facades on the primary street.

## C-4 Parking Areas

1. Parking areas **shall** be located to the side or back of buildings away from primary roads whenever possible. A minimum setback of 15 feet from street rights-of-way **shall** be required.
2. Use of pervious pavers and other low impact methods of stormwater runoff infiltration in the design of parking areas can be counted towards the interior landscaping for parking lots, not to exceed half of the required landscaping.

## C-5 Consolidated Driveways and Access Lanes

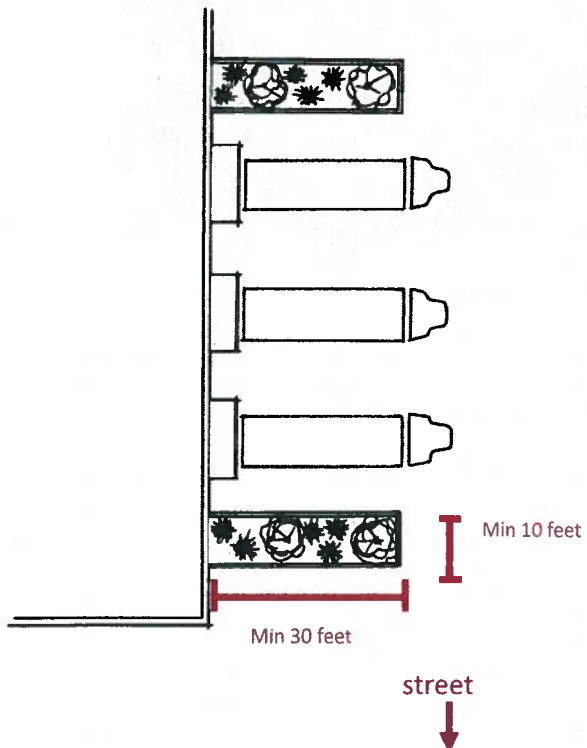
1. To minimize curbcuts and resulting hazards to traffic and pedestrian safety, new access points to all lots within the East I-90 Interchange District **should** be from shared driveways and shared access lanes located at the property boundary adjacent to the adjoining parcel, unless infeasible due to the location of existing improvements or intersections, or the presence of significant trees, or other similar site constraints.
  - a. To encourage the use of shared driveways and access lanes, perimeter landscaping **shall not** be required in areas occupied by driveways and access lanes at the edge of a property, so long as the applicant signs a commitment to allow an access easement to the adjoining property owner for use of the shared driveway or access lane.



Examples of landscaping screening methods employed in a truck docking area

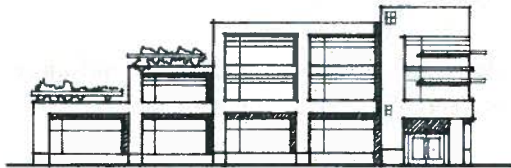
## C-6 Screening of Site Utilities, Storage, Trash and Service Areas

1. All service, loading and trash/recycling collection areas **shall** be screened from public view with solid evergreen plant material or architectural treatment similar to the design of the adjacent building.
2. Loading and service areas **shall** not face any residential district, unless no other location is possible.
3. Outdoor storage areas **should** be consolidated into a single area, and screened from the street and/or neighboring uses by buildings and/or landscaping.
4. To provide adequate screening and reduce the visual impact of large paved service areas and docked semi trailers, a row of three or more of truck bays visible from a public street **shall** be screened on each end by a landscape island projecting out from the building. The landscape island **shall** consist of Type I landscaping and **shall** be a minimum of 30 feet long by 10 feet wide. No more than 8 bays may be located in a row without an additional landscape island.





Differing building sizes and heights together with significant landscaping break up the mass of an office park development.



Terracing provides visual relief and amenity.



Deep eaves and brackets add visual interest and help to ground the building.

## C-7 Building Massing and Design

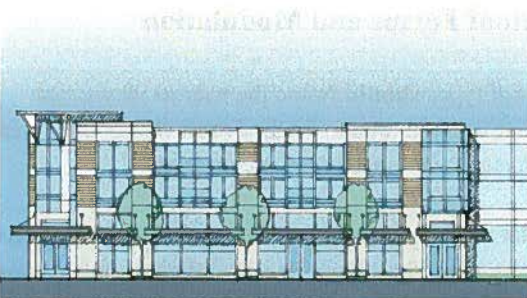
1. The form and articulation of office and employment park buildings in the EP zone **should** take a campus like form to avoid monolithic buildings and to enhance viewsheds. Larger buildings are encouraged to be broken up into detached smaller buildings or buildings attached by interior corridors.
2. For properties fronting to North Bend Way, where possible given the layout of a site, buildings **should** be oriented with the longer side running north-south, so as to maintain views of surrounding mountains from the public street.

## C-8 Roof Forms and Modulation

1. Roof types **should** frame the natural views, not compete with them. Pitched roofs that complement and enhance viewsheds are encouraged.
2. Flat roofs are permitted, but should be avoided on one-story buildings. Roof line modulation, such as pitched roof forms, parapet modulation, and/or breaks in the roof line that are consistent with overall façade design, such as eaves or cornices, **should** be used.
3. All rooftop elements such as HVAC units and vents **shall** be screened by walls, parapets, or other methods which are architecturally consistent with the overall building design.



Extensive use of window glass reduces the bulk of this commercial/industrial building



Well designed arrangement of windows, columns, bays and spandrel



Acceptable height and scale for monument sign

## C-9 Wall Modulation: Façade Form and Style

1. Building walls which face a public street **shall** be architecturally emphasized through window design and placement, projections and wall detailing. The architectural treatment of the front façade shall be continued, in its major features and materials, around all visible sides of the building.
2. Wall detailing, such as change in texture and/or the use of reveals, offsets, projecting ribs, cornices and awnings **should** be provided such that visible shadow lines are created.

## C-10 Windows and Glass

1. The design and placement of windows **shall** be an integral part of the overall building design.
2. Glass **should** be untinted or lightly tinted, in “natural” tones such as brown, blue, green or gray. Black glass and mirrored glass are prohibited.
3. Windows/glass **shall** be dispersed across the façade in an architecturally consistent manner and **shall** avoid continuous horizontal or vertical strip window bands.

## C-11 Colors

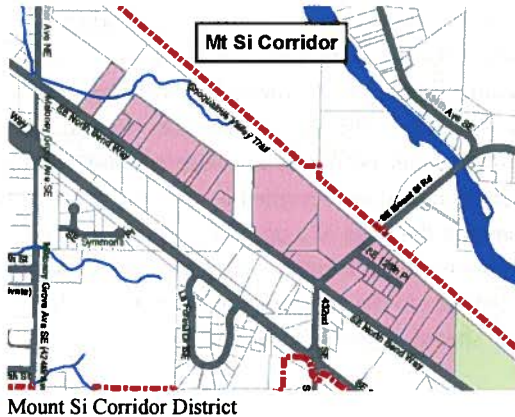
1. Primary and trim colors **shall** be natural tones of tan, brown, gray, brick red, green and blue. Creams and whites should be avoided.
2. Roof colors **shall** be natural “dark” tones of tan, brown, gray. Creams and whites are not allowed.

## C-12 Sign Design

1. Building face signage **shall** be below the roofline, contained within the wall surface or dedicated sign facia and be individually illuminated or backlit.
2. All signage on individual lots **should** be designed as an integral element of the building and landscape design with respect to size, location, color and materials.

## D. Mount Si Corridor District

The Mount Si District is characterized by a mix of commercial businesses along North Bend Way just east of the Downtown Core District. The corridor layout of the district provides opportunity for improved streetscape orientation to ensure that drivers and pedestrians along North Bend Way experience the character of the City upon entry from the east. The Mount Si District offers access to natural parks and Mount Si and these natural amenities must be taken into consideration when developing.



intersection of North Bend Way and Mt. Si Road – the future focus area of the district

### D-1 Responding to Site Characteristics and Significant Natural Features

1. Development **shall** be done with consideration to the valuable natural assets in the Mount Si District including Mount Si, the Middle Fork of the Snoqualmie River and Torguson Park, and siting should be adjusted to ensure public views of the natural features are enhanced.
2. Commercial development in the Mount Si Neighborhood Business District, especially at the Mt. Si Road / North Bend Way intersection, **should** be encouraged to target visitors by incorporating existing features related to the culture and natural geography of the area.

### D-2 Plaza Design

1. Due to the relationship of the intersection of North Bend Way and the Mt. Si Road to the Mt. Si recreation area and the potential for significant recreational and tourist commercial uses at this location, development at the intersection shall incorporate a plaza feature into the design of the site. Plaza design shall be consistent with section A-4 of the Citywide Design Standards and Guidelines.

### **D-3 Consolidated Driveways and Access Lanes**

2. To minimize curbcuts and resulting hazards to traffic and pedestrian safety, new access points to all lots within the Mount Si Corridor District **should** be from shared driveways and shared access lanes located at the property boundary adjacent to the adjoining parcel, unless infeasible due to the location of existing improvements or intersections, or the presence of significant trees, or other similar site constraints.
  - a. To encourage the use of shared driveways and access lanes, perimeter landscaping **shall not** be required in areas occupied by driveways and access lanes at the edge of a property, so long as the applicant signs a commitment to allow an access easement to the adjoining property owner for use of the shared driveway or access lane.

# APPENDIX

## City of North Bend Pedestrian Level Street Classification Map

